

Canadian Radio Yachting

Spring 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:

John Ball's Ska IOM

CRYA Business Calendar

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

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President's Report

By Lawrie Neish, President CRYA

The three months since my last report have been quite "interesting" though my wife has been heard to describe it otherwise. The entertainment began in mid January with changing signing officers for the Association bank account, a process which I was assured would take two or three weeks because of the dispersed nature of our executive. I am sorry to say that the saga continues still and the process is not yet complete. It may be that the poor sledding conditions in BC have something to do with this as the original paper work is sent around by inter bank mail to a local bank for each signature required.

Towards the end of March I repeated my pre-Christmas trip to Ontario to haul a boat and trailer back to Saltspring. The weather was better this time with only two snow storms along the way. After visiting my son's widow and grandchildren in Ottawa I was able to meet with Paul Switzer and his charming wife.

From Gananogue I travelled to Owen Sound to collect the Association records, treasury and perhaps most important of all, the Association's database. From Owen Sound I travelled to Oakville to meet with our new treasurer, Myra Davidson, along with Bob Allan and Paul Charles, before continuing on to Scarborough to pick up the Flying Fifteen. I left Toronto area with memento - a damaged fender due to being backed into while parked, and the memory of

a drive along the 401! For someone who has to avoid only the occasional suicidal deer, having to avoid a



Myra Davidson Treasurer CRYA, Lawrie Neish President CRYA, Paul Charles, member Metro Marine Modellers, Bob Allan, Sail Captain Metro Marine Modellers

million, or so it seemed, suicidal drivers might better be described as a nightmare.

Since my return, apart from daily living, I have dealt with the membership mail I picked up in Ontario and the mail which was sent to me direct. It is quite possible that I may not have had all the mail. If any one has not received a membership card I ask them to contact myself. If you received a card and had placed a stop order on the cheque I would be pleased to receive a replacement cheque.

Our website - crya.ca - is being rebuilt at the moment and the new website will be up in the near future - it may be before you read this. In its initial form it should be understood that it is a site under construction. Any problems you find or suggestions you wish to make will be gratefully received

by myself.

It is intended to handle our membership renewals and boat registrations via the site in future. As part of the preparation to accomplish this change we are going to have to clear up some problems with

registration numbers in the register. As far as I can tell the problems are as a result of the Registrar trying to accommodate members with what effectively is a personal number. This has resulted in numbers being assigned quite contrary to class rules and definitely not in sequential order. Anyone who is affected by this will be contacted.

The issuing of registration numbers has been placed in the hands of the secretary of each recognised class. Paul Switzer and John Ball have been issuing numbers for the Soling and IOM classes respectively for some time. Issuing numbers for the other recognised classes in this manner will commence shortly. I apologize for delays in this happening.

Notice

Until the new website is operating a member wishing to register a new boat should continue to use the contact form in this newsletter or the present crya.ca site

Western Report

By Lawrie Neish—CRYA President

Sailing by the usual suspects continues in all locations and in recent weeks under blue skies though the temperature on occasion has not met the promise of the heavens. However the fire risk indicator on local fire stations has reached high. Since March we have seen four major events completed. Some of these are reported on elsewhere in this newsletter. All of these have been blessed with good weather some more than others and some dependent on your definition of good weather.

Beaver Fever—VMSS moved their event to March from the fall to take advantage of the higher water and lower weed levels. This year the event was won by Julian Lavin with his Zoom - eat your hearts out Ska skippers with Graham Herbert second.

The Great Ocean Race - Nanaimo Lasers event was as always well organised by Bruce McQuaid having a floating pub sponsor it and having your award filled is a real plus. Even the chase boat drivers had their place prizes.

The race is three nautical miles

with about 2/5s in Nanaimo harbour which itself is no pond and the remainder in the open Strait of Georgia. Nanaimo, by the way, is reputed to be the windy corner of the Strait and the open strait section is usually to windward. This year we had comparatively light winds at the top end of an IOM's #1 rig. The winner was a little disappointed not to equal his record of a previous year but the chase boat driver said there were times when he was losing ground (or water) to "Fang" Graham Herbert's Cat.

The first monohull was a Marblehead followed closely by the IOMs. The order might have been different if Roger Kibble's IOM had not picked up considerable weed on four occasions while leading.

Long Lake Regatta—The West Coast Model Yacht Association's Nanaimo fleet held its annual Long Lake Regatta on the day following the Great Ocean Race. This was well attended resulting in the fleet sailing the event in heats due to the limited carrying capacity of the dock. The event was won by Graham Herbert and is reported on elsewhere in this newsletter. My memory of the event is

the spectacular IOM version of Swan Lake ballet when the wind went round from NW to SE during the final race and strengthened to upper #3 rig conditions and catching the fleet with their #1 rigs. Some of the pirouettes though not graceful certainly were spectacular.

Western IOM Can Am Series

The COW Cup is reported on elsewhere in this newsletter. This is the first event of the Can Am IOM series for this year and the series fourth year. This was the best so far at Gene Coulon Park in Renton, Washington. Our initiative of three years ago certainly has paid dividends over the border to our immediate south and three strong fleets now exist where before there was only the odd IOM. Bob Wells is to be congratulated and thanked for a good event.

The other three events in the series are the Canadian Nationals at Salt Spring Island in June followed by the Carnage at Hood River and winding up with the Western Canadians at Hornby Island in the Fall. The standard of racing has reached quite a high standard, some might describe it as tough if the skippers were not so good in their observance of the rules.

Ontario Report

By Rob Meakins—Regional Director

Come on spring! That's the usual chant reserved for February and March when the rare but welcome sign begins to appear. Now the end of April and we have nothing left but to be optimistic and by the time you're reading this, spring will be giving way to summer, fingers crossed.

In spite of the weather the Ontario sailing clubs have resumed the racing sailing schedules, while the casual sailing has been organized around



weather reports and minimum degrees. By all indications, in Toronto

at least, the winter has been busy for many new model sailors. The first club Soling race day had 9 skippers (at least 3 new boats) braving single digit temps and the first Victoria class races had a whopping 14 skippers (several new boats) braving similar conditions along the shore of Lake Ontario.

Presently a new CRYA website is being formed and we'll have some space to promote all the clubs and activities in Ontario. So, don't hesitate to send in contact info and activities to promote your club to me at rmeakins@live.ca. I have compiled a list from the web of, what looks to be current active, clubs and I'll put that up there for now.

Happy Sailing!

Victoria Class Report

By Rob Meakins

The Victoria class is booming in southern Ontario and with obvious reasons, at least to me. Pulling into the parking lot on Sunday morning, regatta day for Metro Marine Modellers in Toronto, its evident by the easy transport and set up why the Victoria fleet is growing again here. A door or hatch pops open and sailors effortlessly haul out their Vic, rigged, in its cradle, grab the transmitter and hustle to the waters edge ready to go.

With the ever present help of some veteran Victoria skippers, new and seasoned sailors have their boats tuned and fast on the starting line awaiting the countdown sequence. Yes it can be that easy believe it or not. If you've not had the pleasure of sailing or watching the Victoria sail then I encourage you to head to the interwebs and look them up. In the coming months the new CRYA website will have a class page devoted to the Victoria and I encourage those who already enjoy sailing them to input with pictures and tips as a way to help those still deciding if they really want to have it as easy as this to head to the pond and sail.

The Victoria is raced in Toronto at the Metro Marine Modellers pond at Humber park east on Tuesday nights and alternating Sunday mornings. There is also a growing number being enjoyed at the Woodstock Model Sailing Club (<http://www.woodstockmsc.com/>)



There are, at this point, two nearby (southern Ontario) regattas being held this summer. July 7 the "T-Shirt" regatta at Rochester Area Model Yachting Association (<https://sites.google.com/site/ramyasailing/>) and August 9, 10 and 11th Amya region 4 championships in Fort Gratiot Michigan (<http://www.orgsites.com/mi/fgrcycamy284/>).

Have Vic will travel.....

Soling Class Report

By Paul Switzer, Class Secretary

Spring is here in Kingston as I write this on April 3. The ice left our waterfront on the St Lawrence River in a strong northwest wind a couple of days ago and is probably piled up on the shoreline downstream. Not the early spring we had last year but more typical of Eastern Ontario weather. One of our sailors convinced the yacht club yard manager to launch a whaler this week so we can now sail. Formal racing begins here in early May for both big and small boats.

I hope you all know by the time this is published that the Soling Canadians will be hosted by the Hudson Yacht Club on July 19 – 21 with measurement and registration on the Friday 19th and racing Saturday and Sunday. Entries closed May 30

but there may still be time to enter if it is not full and you contact George Robertson. Check the CRYA website for other sanctioned Soling events throughout the summer and fall as well.

I am hearing some positive news about the current production of Soling kits. The quality is much improved in the following components. Sails are heavier material, reinforced corners are standard, and with better grommets. The hatch fit is tight. The mast jack tab is rounded. The wooden parts fit and are sanded smooth. This all bodes well for the future of the class. Let me know if you builders are finding the same.

I was proud to have received the Sailor of the Year award for 2012.

Thanks to the nominators and all of you who contacted me afterwards with congratulations and kind words. I encourage you to recognize sailors in your local fleets either with a Sailor of the Year nomination or by writing a brief profile article for the newsletter.

There are so many interesting people participating in this hobby many of whom have interests and skills in other areas and we seldom get to know about them when we get together at racing events where the conversation is always about sailing. You know the folks in your local fleet so why not celebrate them?

I am now looking after Soling boat registrations. If you need a sail number for a new boat or you have bought an existing boat whose number needs to be reassigned from its previous owner to yourself, contact me at the email address on the CRYA website.

New CRYA 'Standard' Sailing Instructions for 2013- 2016

By John Ball, Technical Director

The CRYA provides a model (or skeleton) set of Sailing Instructions (SI) for use in regattas, especially CRYA sanctioned Regional or National Class Championship events.

Every four years, following the Summer Olympic Games, the International Sailing Federation (ISAF) issues an updated version of the Racing Rules of Sailing (RRS) to be valid for the next four year cycle.

The new version of the RRS 2013 - 2016 contains an updated Appendix E (Radio Controlled Sailing) plus other changes. This new version incorporated a number of items that we used to place in our Sailing Instructions. In addition, some rules were moved or renumbered. As a result, references in the current CRYA Standard SI were no longer valid and some items became redundant as they were now included in the body of the RRS.

We have prepared a new CRYA Standard SI to go with the new RRS and it will be available for download from the new CRYA web site Racing Documents page.

If you need a copy sooner, please email technicaldirector@crya.ca and I will send you a copy.

CRYA Biography - John Ball, Technical Director



John Ball

My name is John Ball, and presently I am Technical Director for the CRYA and also IOM Class Secretary. I am aged 66, retired for 12 years, and living on Vancouver Island, BC. My career was in computers and banking.

I started sailing Enterprise dinghies in the Mersey Estuary on the Irish Sea, near Liverpool, England in my late teens. I emigrated to Canada in 1968 and began RC sailing in 1970 when I moved to Toronto and joined the Metro Marine Modelers. There I learned how to scratch build and sailed 10R and Marblehead (then called 50/800). Back then, CRYA did not exist, and we were members of AMYA, and I became Class Secretary of the 50/800 class.

My finest hour was attending the very first RC World Championship regatta, held in Gosport, UK in 1975 as part of a 12 man Canadian contingent. Two classes were sailed, 10R and Marblehead, and I finished second overall in the 40 boat Marblehead class.

In 1976, I switched to full sized keel boats and raced them until I retired in 2000. During that period, I served as Fleet Captain and Vice Commodore of a major Toronto yacht club, and became involved in protest hearings, becoming a certified Judge and later, Senior Judge.

After I retired, I came back to RC sailing and after looking at the various classes, picked the IOM class. I have scratch built a number of IOMs, the latest being a Brad Gibson design SKA.

I sail with a great group that is spread over about three hours drive and several ferries (a fact of life on Vancouver Island and the Gulf Islands – but that is the price for living in paradise).

Regatta Report—2013 Beaver Fever

By Barry Fox

Beaver Fever is becoming the kick off regatta for IOMs in the Pacific Northwest are. This time of year provides all of the best conditions to hold a sailing event at our venue. The water is high, the weeds are low and spring winds tend to be better than later on. In addition the water is too cold for swimmers so we pretty much own the use of the facility for the regatta.

This year we had 18 boats entered and almost all of them managed to sail for the full two days without having any mechanical issues. For our fleet that is a great gain as we had full races every heat. We also had a good number of skippers who were experiencing their first competitive event outside of their normal club racing. Because of what we thought would be a pretty diverse set of skills, we ran the regatta with two heats using a 4 place promotion/relegation giving us 11

boats on the line for each heat. This made for good equal starts and cut down on recalls (none) and the dreaded over early call (only a few).

Julian Laffin put his stamp on the



event from the very beginning and sailed very consistently to hold the lead all the way. A couple of times the lead got down to 1 point but he still prevailed and ended up with a 4 point margin over the designer of his boat

and his sailing mentor, Graham Herbert.

We got 18 full races in over the two days. The wind worked out to let us run all the heats to a full two lap length providing lots of racing for everyone.

We had very good wind all day on Saturday. That helped drive any floating weed down the lake and away

from the course area so there were very few times that anyone collected any weed on their keels. Sunday wasn't quite a good at the beginning and the lighter winds saw a few folks got bitten by it. Once the wind came in we saw that problem go away again .

36 full heats over the two days was a good accomplishment and everyone got a good fill of competition. We completed the event around 2:00 PM Sunday to provide lots of time for our out of town sailors to make their way home.

Regatta Committee & Valuable Assistants: Barry Fox –PRO; Adrian Harrison, Mike Pednault, Dave Seager, Fred Herfst – Organizing Committee

Place	Skipper	Sail	Club/City	Hull	Score
1	Julian Laffin	82	Hornby Island, BC	Zoom	23.0
2	Graham Herbert	37	Hornby Island, BC	Calypso	27.0
3	Fred Herfst	96	Sidney, BC	Ska	68.0
4	Martin Herbert	99	Saltspring Island, BC	Aero 3	77.0
5	Adrian Harrison	23	Victoria, BC	Ska	82.0
6	Andy Slow	123	Hornby Island, BC	Coyote	90.0
7	David Cook	80	Victoria, BC	Ska	92.0
8	Matt Law	84	Calgary, AB	Zoom	105.0
9	David Taylor	30	Saanichton, BC	Trinity	112.0
10	Peter Stevens	21	North Saanich, BC	Ska	131.0



A Ranking System for Canadian IOM Sailors

By John Ball, CRYA IOM Class Secretary

Ever wondered who are the best IOM sailors in Canada?

To answer this question, I have created a ranking system that awards points to sailors for their performance at certain regattas. However the main reason for a ranking system is not 'bragging rights', it is to identify and qualify top Canadian sailors for entry at major world class events where the entry is restricted due to demand. Examples are the biennial World Championship, and in the alternate year, a Continental Championship. Some nations' IOM championships are also very popular, such as the UK, French, and US events. By IOM regatta rules and the heat management system, entry at such events is capped and initially, each country is allocated a small number of spaces.

If more Canadians wanted to attend the Worlds than spaces allocated, then we need a process to select our best sailors for those limited spaces. The UK, USA and Australia already run ranking systems to help them deal with the challenge.

Most of the big events I mentioned are a long distance away, and so far we have not had to make decisions about who may attend to represent Canada. But that may change if, for example the US were to host a Continental Championship regatta or maybe even a World Championship in the next few years. Such an event would be extremely popular for more Canadians who could easily drive or fly to a US regatta destination.

So in my mind, we need to start a ranking system now, to get the concept established and give our sailors a chance to gain points to be able to qualify should a big regatta become within reasonable travel distance.

For the web site, I plan to keep a running total, including the current year plus the two previous years

and add scores as the qualifying events happen. That way we will have an up to date readout of our top qualifying sailors.

Certain Canadian regattas will be designated as Ranking events, for example the IOM National Championship and the Eastern and Western Regional Regattas. The US already has a system of designating their ranking regattas.

Points are obtained for all Canadian Ranking events plus your best two US ranking events per year.

The Scoring system rewards attending regattas (10 points), heavily rewards doing well (one point for each boat beaten that actually started in at least one race), and awards bonus points for a top four finish (10 points for first, 6 for second, 4 for third and 2 for fourth). It will also awards points to a sailor who stands down from racing to help run the event (10 points).

I plan for the table to show all the ranking events for the current year (both Can and US) so everyone knows and can plan which regattas they want to attend.

The ranking events for in the west for 2013 are Beaver Fever, Victoria (held in March), the Canadian Championship on Salt Spring Island in June, and the Hornby Island Western Canadian championship Regatta in October. The ranking events in the east for 2013 are the Ray Davidson Memorial Regatta in Port Credit in July, and the Eastern Regional Class Championship Regatta in October in Kingston.

My plan for the future years is for four Canadian ranking events each

year – two east and two west. The US are planning about 6 ranking events each year, spread around the country by AMYA region. But as noted above, you only get to count your best two US regattas – this is to place a reasonable cap on costs.

Why include US regattas as part of our ranking system?

- There is excellent US competition often much bigger events than in Canada, and doing well at one of those really helps boost a top sailor up the rankings
- Gain familiarity handling starts and mark roundings in 20 boat heats and multiple heat events
- Reciprocity – they include our ranking events in their rankings
- Distance- is it often closer/cheaper to attend a US event on your side of the country than a Canadian event on the other side of Canada.
- Helps gain familiarity in travelling with a boat and rigs, including the challenges of taking your boat on an airplane.
- Provides an easy way to count more high quality regattas – works as long as the US regattas are balanced East/west – and hence the limit of best two per year.

The current table is shown. The initial results are skewed in the early part of the year as the west is able to host regattas much earlier than the east. This should even out as the east warms up and your water melts and you get to hold regattas.

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The COW Cup Regatta

By Bob Wells

Fred Rocha kept saying through the weekend that I'm a liar about our Gene Coulon Park venue on Lake Washington in Renton, Wa. Supposedly I say that the sun never comes out, it is never warm, the wind never blows, or whenever it does blow it comes from the wrong direction and we get a steep chop. Freddy said he was going to go back to California and tell everybody that I was a liar, and he repeated it all weekend with a big smile.

Well the glorious sailing conditions could not have been better. Saturday's north wind aligned parallel to our 300' walkway in upper A and some B-rig, and both the direction and the strength are rare here. It's always a plus when your boat is in easy eyesight that the North wind allows. Sunday's lighter wind came with only a slight westerly component, so chop was minimal. It was lumpy for sure with many miles of fetch on big Lake Washington, and our IOMs are a great boat to pinch and foot through the waves keeping the speed up as needed.

As far as the sun and warm temperatures, in my defense we had

near record highs reaching the 80s. Design Award winning Coulon Park was chock-a-block full in the afternoons, and parking was in such demand the police have to patrol it. Freddy questioned me pretty hard when I said we limit entries to 36 due to parking, but now he has seen it first-hand and I have his support. Luckily for us when we arrive in the morning there is no parking issue, other than if you later leave you might not get a spot on your return.

Congratulations to Graham Herbert, from Hornby Island in BC, for a well-deserved comeback win in our fourth annual running of the Cow Cup. His recently completed COYOTE design was dialed in nicely, and was particularly fast in the lighter wind of Sunday. Usually Graham's boats are painted so brightly that they're the most colorful things on the dock, and he had two prime examples sailing. But this regatta Graham's tie-died legging takes the 'most colorful' prize – what a sight as he makes those ZZ Top singers look drab.

Second goes to Californian Gary Boell sailing his CHINEZ. Gary was the

only first-timer sailing here, yet he led the scoring the first day by four points over Graham. Gary couldn't match Graham's string of first places on Sunday, although he kept it close with a long string of seconds and thirds. Third was Jerry Brower in his venerable Widget, "Mr. Brightside", footing quickly with power "on" through the waves. Fourth was Bill Langjahr, who has his CHEINZ moving this year, and finally fifth was Bob Wells, the regatta organizer. These five are the recipients of the highly coveted yet a little tacky Cow Bell awards.

The 2013 COW Cup had 23 skippers and great support with Lawrie Neish coming from Saltspring Island to be our PRO again. Freddy Roca flew up from San Diego to assist Lawrie. Collie Martin in nearby Anacortes was our scorekeeper. Joe Damico towed his first-class rescue boat and buoys (as he always does) for two hours each way, and is greatly appreciated. Once again Joe missed the closing party getting his boat on the trailer for the long ride home, his reward for good work I guess. The social aspect was well covered with a gather party at the Wells house on Friday and a no-host dinner out on Saturday. Word is out and wives and girlfriends are beginning to find this party better than

(Continued on page 13)

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(Continued from page 12)

tolerable. Our "program" featured an excellent discussion by Graham Herbert on sailing in waves, a pre-bend discussion displaying Bill Langjahr's 3-wheel bender, and the Gary Boell method of shipping with an SKB hard golf case. We played well together this weekend, and the 2013 COW CanAm Series is off to a great

start with Regatta #1 of 4 in the books.

I needed a long nap after everybody left, that pesky sun pooped me out. Next event the Canadian Nationals, Saltspring Island BC.



Nanaimo Spring Regatta

By Bob Wells

Louden Park on Long Lake, was the location for the 2013 Nanaimo IOM Spring regatta. As its name suggests, the lake is longer on its east/west axis. Consequently the wind tends to funnel along the lake from one end or the other, usually providing a windward/leeward course, regardless of the prevailing wind direction.

This event attracted west coast sailors from Victoria to Campbell River, Port Alberni to Hornby Island to Salt Spring Island and points in between. We even had a Calgary fleet visitor - CRYA Executive Secretary Steve Kibble, taking part. Race Committee Chairman was CRYA President, Lawrie Neish, assisted by regatta organizer, John Ball. Participating in the regatta was Barry Fox, President of the IOM International Class Association.

The day started cool, with a light westerly, but the forecast was for the wind to build to mid or top A rig conditions and switch to the east later in the afternoon. All twenty sailors were checked in early, so the skippers meeting and racing started 30 minutes ahead of schedule. Due to space limits on the dock, we sailed HMS systems of two heats of 12 boats, with four

promoted or relegated.

The local fleet may be unusual by world standards, as we have a strong boat designing and scratch building ethic. Graham Herbert came from Hornby with some of his local 'team' all sailing boats of his design and manufacture. The most popular design present was the Brad Gibson designed SKA, with all the boats made locally from two moulds based on a plug built by Adrian Harrison. Don Case and David Cook were sailing their own designed/built boats and getting a lot of pleasure from that accomplishment.

The course was quite conventional with a weather mark and offset at one end, and a leeward mark and offset at the other, with a start/finish in the middle and marks to Port. Graham brought his excellent portable marks, and Stan Schofield provided his inflatable dinghy and electric motor for mark laying and rescue.

Racing was close, so mark roundings were crowded and challenging and there were several incidents, but protests were called, and on-course penalties were taken, so no protest hearing were required other than a couple of 'disabled and retired'

situations requesting redress. There were some holes in the wind which added to the excitement (or frustration) as a good lead would suddenly disappear.

After midday the westerly wind began gusting, causing some control problems for the A rig, and some switched to B rigs, but this did not pay off as they would lose too much in the lulls. So everyone went back to A rigs after a couple of heats.

As we started the B heat of the last race (Race 10), the wind started to go light, and there were some threatening clouds building overhead. The B fleet struggled to finish in the light stuff and we were looking good with the decision to make this the last race. As we launched the A fleet, the wind did a sudden 180 degree shift, requiring a call to reverse of the course direction. As the race progressed, the wind quickly built and suddenly we had major gusts and knockdowns all over the course. Most of the boats finished with some wild broaches and nose dives, and four retired. Later analysis of the local weather station showed the wind gusting to 30 knots and peak gusts well over 40 knots. A wild finish to a great day!

CRYA Biography - Jim Goddard

In my working career I have held senior management positions in the construction, manufacturing and not for profit sectors. I have taught computers and applications to all ages of people and done accounting and bookkeeping at all levels. My father who died this week was a good example of working hard and making the best from what you had.

My Dad also introduced me to sailing and radio control although he was an airplane guy. He taught us how to work with balsa and build planes and helped me build several when I was kid.

I love to compete in all things, and sailboat racing has been my passion for many years. When my career took a hit in the 90's and I found myself at

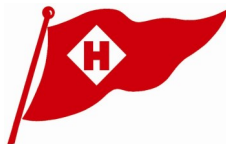
home I built my first Soling 1M and sailed on the lake behind our house.

I had been intrigued by the fleet of US One Meters that had sailed here but died out and started looking for people to sail with. At my first regatta in Kingston, ON I was soundly out sailed by Peter VanRossem and others but the spark was lit.

Today I sail with a great group here in NS and travel way too much to play with tiny boats as the kids call them.



Jim Goddard



Hudson Yacht Club

Soling One Meter

Canadian National Championship Regatta

Hudson, Quebec

July 20 – 21. 2013

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

Notice of Race

Limited Entry The closing date for receiving entries to this event will be May 30, 2013. Entries will be limited to the first 30 entries received with payment.

Rules: The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2013 – 2016*, Appendix E, the Soling One Meter class rules and the Sailing instructions, in that order.

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

Why not join us for our HYC Friday night dinner?

Schedule:

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

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

Entry: Eligible boats may be entered by completing the attached official Entry Form and submitting it **prior to May 30** with the entry fee indicated on the entry form.

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

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

Scoring: The regatta will be scored in accordance with the Low Point Scoring system as set forth in Appendix A of the *Racing Rules of Sailing*.

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

Measurements: Measurement, weigh in and class verification will be conducted on site, or as determined by the Regatta Official. The batteries to be used during this regatta must be included for the weigh in.

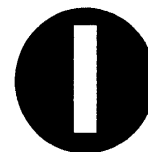
Entry Fee: \$65.00 per boat. Includes Saturday night dinner. Lunches Saturday and Sunday and, hopefully other goodies. Additional meal tickets are available for guests.

Contact: Regatta Chair: **George Roberton** Tel: 450 458 4845 **E-mail:** georgeroberton@videotron.ca



2013 IOM Canadian National Championship

7 -9 June, 2013 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2013 I.O.M. Canadian National Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$65**, which includes lunch on the 7th, 8th and 9th June, Barbeque on the 8th and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).
Entries must be received no later than **6th May , 2013**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$70**
Additional lunch and barbeque tickets for those accompanying entrants will be \$20
Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wlnish@shaw.ca . Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250)537-2053 or by e-mail wlnish@shaw.ca or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants. On line registration available soon!

ENTRY FORM

2013 IOM Canadian National Championship

7 – 9 June, 2013 – Saltspring Island, British Columbia

Skipper/Entrant Name			
Address		City	
Prov/State	Postal/ZIP Code	Country	
Telephone:Home	Work	Other	
CRYA Member #	AMYA Member #		
eMail Address:			

BOAT INFORMATION:

Hull #	Sail #	
Hull Design	Sailmaker	Radio Freq

Notice of Race

2nd Annual Ray Davidson Memorial Cup Challenge/and AMYA – Region #2

August 10th-11th, 2013

Hosted by Metro Marine Modellers - Regatta Chair: Myra Davidson

- Event:** Metro Marine Modellers cordially invites all IOM skippers to the 2nd Annual **Ray Davidson Memorial Cup Challenge** combined with the **AMYA Region 2**, to be held at Port Credit Marina, Port Credit, Ont. The Regatta will take place over 2 days. Registration, measuring and practice will take place on Friday afternoon and evening. First Race to begin at 9:00AM on Saturday and Sunday. Awards will be presented to the top 3 places.
- Eligibility:** Entrants must be current members of their National Authority in good standing. Yachts must comply with the current IOM Class Rules. Skippers will be required to present their National Authority membership cards and a valid measurement certificate at check-in.
- Entry:** **Entry Fee is \$65.00 CDN or US which includes lunch/drinks on two sailing days**
Also, additional lunches can be ordered for \$6.00 each on sailing days
- Accommodation:** There are several hotels and motels near the sailing site, a full information package will be sent to all registrants on request.
- Contact:** Please make check or M/O payable to Myra Davidson, and send to:-
2853 Rosewood Lane, Oakville, Ont. L6J 7M5 Canada E-mail mrdaavidson@cogeco.ca
Tel 905-829-2820
There will be a BBQ event on Saturday night, details will be available later.

Please Register Early – entry deadline is July 10th, 2013

Entry Form Ray Davidson Memorial Cup / AMYA Region #2 - August 10-11th, 2013

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

Disclaimer

With this entry application, I agree to comply with the Racing Rules of Sailing, (RRS) Class Rules, and sailing instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless Metro Marine Modellers and the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.



Canadian Radio Yachting Association

Membership Application/Yacht Registration



Renewal:

New Member:

Date:

Member #:

Name:

Address:

City:

Province:

Postal Code:

Telephone:

Email:

Newsletter Delivery Options
Choose One:

Digital Colour Edition via
Email:

Black and White Paper Edition via Postal Mail:

CRYA Member #

Second Member Name:

Club Name:

Annual Dues:

\$

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

CRYA Pins

\$

\$5.00 Each or 5 for \$20.00

Registration Fee

\$

\$5.00 for each new or transferred yacht

Total

\$

Make Cheques Payable to CRYA

List New or Transferred Boats

Class	Designer	Hull#	Existing Sail#	Previous Owner and CRYA#
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Please print, fill out and send this form with your cheque or money order payable to the CRYA to:

W.L. Neish – CRYA
461 Walker Hook Road.
Saltspring Island, BC V8K 1N7