

Summer 2014

Canadian Radio Yachting



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CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

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

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

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

On the Cover:

From Hudson, Quebec the award winners at Hudson Yacht Club Soling 1m Summer Regatta.

Left to Right—Paul Switzer (2nd), John Lowther (1st), Bill Croft (3rd).

I note they all got nice keeper trophies—Food for thought.

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—CRYA President

Membership Matters

At the time of my enforced stay in Victoria's Royal Jubilee I was in the midst of membership renewals and boat registrations. While I hope I managed to complete all renewals and registrations received there is always the nagging fear that I did not. I would be grateful if any one who did not receive a membership certificate after paying dues can contact me regarding this matter.

I remind members who have not renewed their membership that the renewal grace period is now long gone and any member who has not renewed their membership will become "Inactive". If you intend to continue as a member it would be appreciated that you renew as soon as possible. Not renewing will not bar you from heaven but it does mean that you are not covered by the Associations insurance policy nor can your entry for a CRYA sanctioned event be accepted. These are of course national and regional class championships etc.

CRYA Liability Insurance

All of our members are covered by our insurance. Individuals sailing on municipal ponds, etc. are not usually asked for proof of insurance but clubs are, it is not necessary to issue certificates to each member of the CRYA, instead we issue certificates to clubs or recognized groups. Seven clubs or groups have been issued with certificates, but it should be noted that

only their members who are also members of the CRYA are covered. It should also be noted that it covers sailing only and does not cover renegades who "drive" motorized" craft.

Treasurer

This is my three monthly appeal for a volunteer to assume the treasurer's position. This is not an onerous position and mainly involves transferring funds from PayPal as required and depositing and writing cheques. So far this year two cheques have been written and probably there will be less than ten in total.

It would be preferable for the treasurer to reside in eastern Canada to maintain a regional balance in the executive and perhaps be one of our newer members.

Financial Matters

With incorporation the Associations financial year was changed it now runs from November 1st to October 31st

The Association continues to accumulate funds as a result of changes made over the past few years in distributing the newsletter and issuing of membership and registration certificates and despite the set up of the website and its hosting costs.

The Association has its funds in redeemable short term investment certificates and has a small amount in a chequing account sufficient for operating expenses until the end of the current year.

There is a problem in what should our excess funds be used for. As it

stands they are contributing to our "problem." However, I am not in favour of spending our bank balance down as it is an income generator however small. I asked in a previous report for suggestions for their use. I cannot say I was overwhelmed but I did receive three suggestions. These were subsidizing regional and national events, supporting members attending world championships and providing equipment for our "official measurers." The latter over and above the official rubber stamps!

Measuring

The IOM class is the only class, currently being raced, with serious measuring requirements at Regional and National level events. It has a three step process - registering to obtain a Hull Registration Number, followed by measuring for its certificate and a second level of measurement checks conducted at events of the boat in sailing trim.

It has been suggested that classes such as Soling and Victoria might with advantage be subjected to a simple measurement process. In general terms their hulls are provided by a manufacturer and many boats sail with sails from the same source. At the same time many skippers modify their boats or add sails from other sources. In the case of sails having them checked by a measurer would remove doubts regarding the sails compliance with the class rules. Individual clubs on their sailing days may not be too concerned regarding compliance, but we should be at regional and national events.

I ask club and fleet representatives to contact me on this subject.

Quebec Report

By George Robertson Regional Director

July 20th turned out to be a perfect day for the Soling 1m Regional Regatta. Six skippers travelled from Kingston, Toronto, Ottawa and the Montreal Lakeshore. The balance from the Hudson Yacht Club Fleet.

The course was twice-around the marks set up in front of the HYC Club House's T-Pier.

The Oka Ferry had lent us a barge

for the event, creating an excellent platform for the racing.

Charlie Taylor, HYC's bosun, acted as Race Director assisted by Don MacKinnon.

We managed to complete eight races before the 4pm cut off, and with "no drops" it didn't take long to figure out the results.

John Lowther took the Gold with 12 pts, followed by Paul Switzer with 16 pts - both from Kingston. Bill Croft from Ottawa picked up the Bronze with 26 pts. According to all reports, everyone had a good time and are

looking forward to returning for the HYC Labour Day Soling 1m / Mini 12/ US 12 Regatta on Aug 31-14

The regular Soling 1m racing season got off to a slow start due to high water levels on the Lake of Two Mountains causing us to miss the first two weeks of our May to Sept. schedule.

At HYC we sail on Mondays and Thursdays - six races per day - set up in six series, so there is lots of competition leading to the Fleet Championship race in mid Sept.

Western Report

As the last newsletter was being posted on the web site the IOM Western Championship was taking place at Saltspring Island Sailing Club. Reports on the event are elsewhere in this newsletter so I will limit my comment on the event to matters of the course

A feature of the site is the long floating breakwater which makes a very solid limit to one side of a typical course and from which the skippers follow their boats. The front cover of the previous newsletter showed approximately half of this dock. This year an experiment was tried to enclose the whole course with weed control nets. While generally effective it had two problems from a Race officer's point of view, one being that it restricted the placing of the windward mark and its off set mark. In getting a mark zone separation there was limited room for boats arriving near the

windward mark on port to tack off the dock to arrive at the mark on starboard.

The second problem was the limit placed on adjustment of the course to accommodate backing winds. In the past this was taken care of by laying a string of possible windward marks which allowed the course to be adjusted without delays in racing. There was a third problem when the wind freshened in that the waves tended to overwhelm the net.

The Western was the third event in the Western CanAm series. Besides being the Western Championship. The fourth and final event was the Hood River Carnage which was also the AMYA region 6 North Championship. While we are graciously included in the AMYA Region 6 North, the Championship has yet to be held anywhere further north other than in the North of Oregon. Unfortunately only one Canadian traveled to the Carnage. A problem we Canadians face with the series is when we travel home from an event such as the Carnage, or Seattle, unlike skippers

from south of the border our ferry rides occurs near the end of our trip rather than the beginning and the long waits at the border guarantee not catching the last ferry and having to add another day with the result a three day event becomes a five day commitment

Outside of the sanctioned events IOM racing and sailing continues at all four of our main locations. In fact it does not seem to stop. As this is written we are lowering the drawbridge to allow Victoria and Nanaimo skippers onto Saltspring to sail with us on Sunset Pond. With the hot weather the skippers can probably have a hot bath while on the Island. They will likely have to take the boats out of the pond now and again to avoid the epoxy softening!

There are a number of RG 65 Dragon Force boats being registered so there is hope a second class other than IOM's developing. Hopefully there will be some good news in this respect to report in future.



Okay I will admit that I have no idea what Graham is doing in this picture. However I love the sentiment and include it for the readers enjoyment.

IOM Class Report

By John Ball —Class Secretary

Following on the Western Canadian Regional Championship regatta held on Salt Spring Island, BC in June, the next major regatta was the AMYA Region 6 North regatta.

This was held in the famous gorge of the Columbia River on the Washington/Oregon border, just east of Portland. This venue is noted for the strong winds that funnel down the gorge, making it a popular site for wind surfers. This year the winds were good and 43 races were completed over the three days of racing without a single A rig being seen! The only Canadian participant was Andrew Baak of Calgary. The Canadian IOM Rankings have been updated and the current ranking may be found on the CRYA.ca web site.

Unfortunately, no club has come forward to host an Eastern Canadian IOM Championship Ranking Regatta this year and so that event has been

cancelled.

The next scheduled IOM event is the September Blender IOM Regatta - September 19, 20 and 21, in Calgary Alberta. Calgary Model Sailing Association in conjunction with Glenmore Sailing Club are pleased to host the September Blender regatta on Glenmore Reservoir.

Entry process will be on the Glenmore Sailing Club website, and entries will be capped at 20. The Notice of Race and entry process may be found on the CRYA.ca web site and may be found elsewhere in this issue.

Fittingly, the final major Canadian IOM ranking event of the season is the Canadian IOM Championship Regatta, combined with AYMA Region 1 Championship. It is scheduled for September 12-13-14, 2014 at Kingston Yacht Club, Kingston, ON. Again the NOR and entry information may be found on the CRYA.ca web site and may be found elsewhere in this issue.

On the world scene, there is a European IOM Championship being sailed on Lake Garda, Italy from

September 27/Oct3. The NOR is available on their website <http://www.iomec2014italy.com/home.html>



A close start from the IOM Western Regatta

Soling Class Report

By Paul Switzer—Class Secretary

The 2014 Soling One Meter Summer season is well underway with two great regattas already in the books as I write this July 21.

Metro Marine Modellers of Toronto hosted the Soling Canadian Championship June 20 – 22 which was enjoyed by 24 sailors from Canada and the USA myself included. Look for the great article and pictures supplied by Rick Levick and Paul Charles in this issue. Many thanks to Steve Penney and his team for a well run event.

Kingston Yacht Club is making a bid for the 2015 Canadians and Hudson Yacht Club has indicated interest in hosting the 2016 Canadians. Anyone else interested in running a Canadian Championship is welcome to contact me and I am willing to negotiate dates and hosts to keep this regatta moving around the country. It is a nice problem to have with a line up of interested groups and it is an illustration of the continued interest in

this fun little boat.

On July 20, Hudson Yacht Club hosted a one-day Soling regatta at their gorgeous location. It was a nice, sunny, summer day with just the right amount of easterly breeze to allow the boats to power through the interesting little chop on the Ottawa River. Once again HYC managed to use the ferry barge tied to their concrete T-dock to provide a safe and stable platform for the sailors. There were 12 entrants from Kingston, Ottawa, Montreal and the host Hudson Yacht Club Soling Fleet and 8 races were conducted. George Robertson and his team led by Charlie Taylor, Race Director and scored by Don MacKinnon ran a very well organized and fun event. John Lowther from Kingston won the event, I was second and Bill Croft from Ottawa was third.

Hudson's annual RC Boat Invitational Regatta for Soling and Mini 12/US 12 classes is planned for

August 31 as part of the 67th Annual Labour Day Regatta. That is always an interesting day with a large big boat regatta happening at the same time farther out in the river and lots of interesting things to see and a party atmosphere to enjoy.

Once again this summer the Stowe Yacht Club will be hosting the CanAm Challenge Cup regatta August 2 – 3 at the pond on the grounds of the Commodore's Inn in Stowe VT. It will be over by the time you read this but I will go on record by predicting that the Canadians will put up a strong challenge to win the cup this year for the first time ever. Just a feeling I have.

Once again this year, membership in the CRYA and this great newsletter are available for only \$15 a year. I urge you to encourage RC sailors in your area who may not be CRYA members to join and enjoy the newsletter and website.

You can contact me about Soling 1M matters through the Contacts section on the CRYA website or write me at 2510 Conning Drive, Kingston, ON, K7L 0C2.



Jim Goddard with the trophy representing the Canadian National Championship in the Soling 1M Class presented by MMM Sail Captain Rick Levick. Jim has won the Nationals six times! L-R Soling Class Secretary Paul Switzer, Bob Boutilier 2nd, Jim Goddard 1st, Tim Peat 3rd, Warren Tobey 4th.

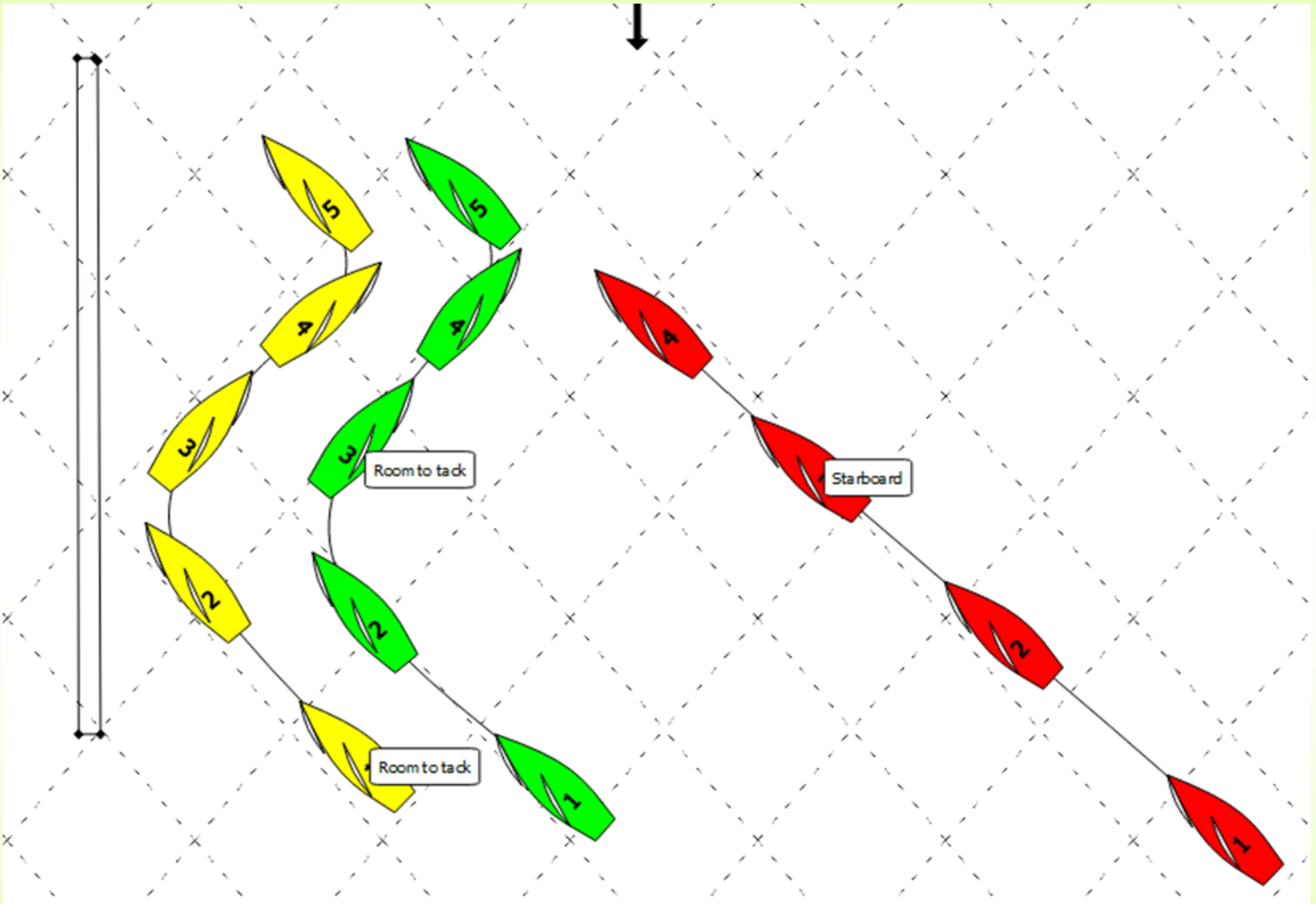
Rules Report— "Hailing for Room to Tack" at an Obstruction R 20 – How much room do I get ?

By John Ball –Technical Director

Imagine two close hauled boats on Starboard tack are approaching an obstruction, and the inside boat YELLOW, calls for room to tack. The outside boat GREEN, tacks, and the inside boat also tacks. Look at the following diagram – but just look at YELLOW and GREEN between positions 1, 2 and 3. So far, so good.

Sometimes there is a third boat (RED), further away, also close hauled on Starboard, and after the tack, the first two boats, YELLOW and GREEN, now on Port, converge with RED. YELLOW yells out "Hey, I hailed for Room", while RED calls back "Starboard".

The question is "Who has ROW and who must keep clear?" To put it another way, "When I call for room to tack, how much room is required and when does my call for room expire?"



At Position 1, YELLOW is approaching an obstruction and under R 20, hails for "Room to Tack". GREEN responds to the hail by tacking to port (between Position 2 and Position 3), and YELLOW immediately tacks too. RED is not required to do anything as she is far enough away that both GREEN and YELLOW can complete their tacks. As RED is further away, she is not involved in the original hail by YELLOW.

Now GREEN, after completing her tack to Port has a new problem. She is now on Port, approaching RED on STBD, and so RED is now a new obstruction to GREEN. RED hails STBD. GREEN hails YELLOW for room to tack under R20 at Position 3, and YELLOW tacks between Position 4 and 5, and GREEN also tacks.

The important point to note is that when YELLOW hails for room to tack, she is entitled to room ONLY to complete her tack. Once her tack is completed, that situation ends, and now the new situation involving RED begins. If RED had been closer, such that she would have prevented GREEN from having room to tack, then RED would have been involved in the original situation, and would have been required to respond to the original hail by YELLOW.

Finally, at Position 5, YELLOW is now approaching an obstruction and hails again for "Room to Tack", and this time, both GREEN and RED are so close that they must both respond.

Builders Corner— International A Class

By Lawrie Neish

Back in the Winter Newsletter I reported that I had resumed work on an International A which had occupied a sizeable piece of real estate in my basement for some time. This thanks to the SE IOM project.

Planking the plug was completed in March prior to my "holiday." I can state that there were enough planks to build around eight IOMs. During June and July it was glassed and sprayed with gel coat. This was followed by the usual wet or dry sanding followed by various rubbing compounds and much polishing and expenditure of elbow grease.

At the time of writing the plug sits ready to take a mold from it. The deck line, measurement stations and fin position have been scribed on the plug. As the design has considerable tumble home it has to be a two piece mold split along the hull centre line. To achieve this a slit was sawn along the centre line and a tin plate divider inserted. There was some difficulty in this as it required a two metre saw cut with a back saw which might have been sharper.

The design is a Graham Bantock "Privateer" and its vital statistics are -

LOA - 1,804 mm
LWL - 1,280 mm
WL beam - 340 mm
Displacement - 17.2 Kg
Sail area - 1.1 sq. m

International A's cannot have their sails finalised until the hull is measured so the sail area above may vary a little.

The photographs show a view of the planked hull before glassing and ready to have a mold taken.



Privateer planked before the flange



The hull is polished and the flange is in place.

Regatta Report— CanAm Challenge

By Charlie Berry—Stowe Yacht Club

The 6th Annual CanAm Challenge Regatta for Soling 1M's was held in Stowe, VT on August 2nd & 3rd. We had 24 entries this year, evenly split between Canada and the USA. 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 but we also scored the two countries by taking the top 4 skippers from each country for each race. In this manner, any sailor could help out his country by scoring in the top 4 for their team in any given race.

The Race Committee, led by George Dean and Bob Letwenski, set us up with windward/leeward/windward race courses. The first two heats were sailed in near-drifting

conditions, but a light southwesterly filled in by the start of the second race. The breeze continued to build to moderate conditions for the balance of the day. Ten races (20 heats) were run on Saturday, giving us 2 throw-outs. At the end of the day, Jim Goddard (11 pts) held a solid lead over Bruce Nourjian (18 points) and Charlie Berry (19 points). Boots Boutilier (23 pts) and George Townsend (24 points) rounded out the top 5 skippers. In team scoring, the USA held a 19 point lead over Canada. That evening, the Commodore's Inn held a great buffet dinner for the sailors & guests and there was lots of talk about "it's going to be different tomorrow".

And, yes, it was different on Sunday. The winds were very light and shifty, with many "holes" to contend

with. The RC managed to run off 3 races (6 heats) in these challenging conditions. Despite these variable conditions, the top 5 skippers from Saturday all maintained their respective positions for the overall regatta. And, as most of them said, "it wasn't easy". Stowe managed to provide something for everyone with the conditions, placing a premium on consistency, which the top 6 skippers aptly displayed over the course of the two days.

The Team Award once again went to the USA group. And the chant from Team Canada: "We're Number Two, We're Number Two". This reflects the camaraderie that has been firmly established in this "friendly cross-border rivalry." While this event began virtually as a Halifax vs. Stowe challenge, it has grown to include a number of different clubs in both the USA and Canada. We are all looking forward to next year's event!



A fun event, the CanAm features some great racing and a sense of joy that eludes most regattas.



CanAm Challenge Regatta Top 10

August 2 and 3, 2014

Stowe, VT

13 Races (26 Heats); 2 Throw Outs

Skipper	Club	Team	Points
Jim Goddard	Halifax Area Model Yacht Club	Canada	16
Bruce Nourjian	Stowe Yacht Club	USA	21
Charlie Berry	Stowe Yacht Club	USA	26
Bob Boutilier	Halifax Area Model Yacht Club	Canada	31
George Townsend	Stowe Yacht Club	USA	36
John McKinney	Woodstock, ON	Canada	36
Bob Griswold	Green Pond, NJ	USA	48
Jim Linville	Minuteman Model Yacht Club	USA	50
John Lowther	Kingston Yacht Club	Canada	54
Paul Switzer	Kingston Yacht Club	Canada	56

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Regatta Report— IOM Western Canadian Championships

By Martin Herbert

Our club was very successful in hosting the Western Canadian Championships this June 6th, 7th and 8th, getting cooperation from the weather and wind. As this was a ranking event for the 2015 World Championships we attracted some top sailors from the USA and a particularly strong group from California.

Race officer Lawrie Neish kept our noses to the grindstone and got 26 races completed over the two and a half days of the event. Because it was a two heat racing system that meant the hard working race officers ran 52 starts and marshaled the sailors into the proper heats as well as keeping track of the scores.

Barry Fox, from Victoria, laid his boat aside and took on the job of scoring, announcing and keeping us up to date. Chris Hunter also put her boat in dry dock and ran the safety boat, rescued errant boats and helped with the nets. She showed marvelous restraint while being bombarded by contradictory advice from various groups of old geezers. Aileen Neish and Tara Fraser ably ran the kitchen, aided by many helpful American visitors, who were very willing to roll up their sleeves and get things done.

On the racing front Friday started with fickle winds from the east and tide swirling in from the east as well, overpowering the nets and taking away a windward leg. Lawrie rightly moved the racing into Walter Bay on a short course and weathered a morning of less than ideal conditions with flying colours.

After lunch the mark and net crew jumped into action and got the course inside as the wind swung to the South. At the end of day one it was California 1st, 2nd and 3rd with Hornby Island

holding down 4th and 5th. A Washington boat was 6th and then your reporter, the first Saltspring boat with a tenuous grasp on 7th ahead of

races on the first day dropped from 1st to 4th, while Julian Laffin of Hornby moved from 5th to 2nd, just two points out of the lead. Jess Atkinson of

Alameda California moved to the head of the pack. For your Saltspring racers, I slipped to 8th while Roger and Ole swapped places.

Day three saw the standard thermal start early and build in a promising fashion. The day ended in solid B Rig conditions with some marvelous surfing down wind. The highlight for our fleet was in the 23rd race when all our boats were in A fleet.

The picture of the start line is moments from the start. Half way down the line you might be able to spy the red bow of my boat #27 moving into position. Roger is sailing #168 (off the port bow of #3) and is just to leeward of the pin, while Ole is charging in from above hoping to gybe around and find a hole at the starboard end of the line.

There does seem to be a line up for this particular tactic. We finished 7th, 13th and 15th in the race, not quite our personal bests but the best we did as a group. Then it was a scramble to get our small sails on as the wind piped up and the waves were building.

The regatta finished with a bang and a great time was had by all, especially Jess Atkinson who takes the trophy down south, and the Hornby fleet who took 2nd, 3rd and 6th.

I held on to 8th place, but the leaders were very far ahead. We have our work cut out for us! So now back to the shop and work on that list of notes while dreaming of next year.



six boat spread by only nine points.

Ole Anderson was second Saltspring boat in 22nd just ahead of Roger Kibble in 24th. There were tough battles developing all up and down the fleet and it promised to be an exciting event.

Day two started with northerly wind that went light and shifted to the south over the day. Lawrie and crew crammed in 12 more races and the score board showed massive changes.

The leading American, Mark Golison, who had won four of the nine

Western Canadian IOM Championship Regatta

June 6-8, 2014

Salt Spring Island Sailing Club - SALTSPRING ISLAND, BC

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score
28			28	28	0	28
1	Jess Atkinson	56	Alameda, CA	V8		70.0
2	Julian Laffin	36	Hornby Island, BC	Jive		74.0
3	Graham Herbert	3	Hornby Island, BC	Popeye		82.0
4	Mark Golison	55	Long Beach, CA	V8		83.0
5	Gary Boell	71	Richmond, CA	Cheinz		97.0
6	Andy Slow	45	Hornby Island, BC	Coyote		139.0
7	Joe D'amico	86	Sequim, WA	BritPOP		161.0
8	Martin Herbert	27	Saltspring Island, BC	Dart		178.0
9	Bob Wells	17	Mercer Island, WA	BritPOP		187.0
10	Jerry Brower	42	Lake Stevens, WA	FRAKTAL		191.0
11	John Ball	7	Parksville, BC	V8		224.0
12	Al Finley	74	Brentwood, CA	Cheinz		239.0
13	Kelly Martin	77	Gig Harbor, WA	V8		271.0
14	Bob Lewis	127	Vancouver, BC	BritPOP		283.0
15	Steve Young	73	Tacoma, WA	Cheinz		293.0
16	Peter Stevens	21	North Saanich, BC	SKA		326.0
17	David Cloud	33	Hornby Island, BC	Cobra		336.0
18	Larry Stiles	156	Sedro Wooley, WA	Cheinz		352.0
19	Dale Chase	37	Hornby Island, BC	Calypso		365.0
20	Bob Copley	76	Port Alberni, BC	V8		387.0
21	Scott McConnell	60	Lynwood, WA	Pikanto		392.0
22	Roger Kibble	168	Saltspring Island, BC	Ikon		404.0
23	Stan Schofield	94	Nanaimo, BC	Zoom		405.0
24	Ole Andersen	281	Saltspring Island, BC	Zoom		420.0
25	Stacey Wilson	193	Bainbridge Island, WA	PP5		424.0
26	Vic Childs	198	Anacortes, WA	Widget		455.0
27	David Cook	80	Victoria, BC	SKA		486.0
28	David Taylor	30	Saanichton, BC	Trinity		533.0





A few photos from the Western Canadian IOM Championship.
A lot more are available online!

Regatta Report— S1M Canadians

By Rick Levick

Twenty-five skippers from across Canada and the United States gathered in Mississauga on June 21 and 22 for the 2014 Soling One Meter Canadian National Championship Regatta.

The event, which was hosted by the Metro Marine Modellers (MMM) of Toronto, was held at the Douglas Kennedy Park on Lakefront Promenade rather than an MMM's home pond at Humber Bay which was inundated with weeds and algae this year. The 2014 Regatta was dedicated to the memory of Peter Levette, of Burlington, a long-time MMM member and great sailor who had passed away earlier in June.

About half of the contestants were from Ontario, while others came from as far away as Nova Scotia, Massachusetts, Michigan, New York and Florida. "We are delighted to have wide field of experienced sailors at this year's Regatta," said Race Director Steve Penney prior to the event. "We expect to see two excellent days of very competitive sailing in clear, weed-free waters and good wind conditions".

Following registration and weigh-in on Friday night at Humber Bay, racing began at 10 a.m. on Saturday after an hour of set-up and practice runs by

competitors in warm, sunny weather. A

steady easterly breeze required the course to be set at an acute angle, rather parallel, to the headland where the sailors stood – not an ideal situation. A good crowd of competitors' wives and families, MMM members and park visitors watched the highly- competitive racing throughout the day.

Several competitors and MMM members were joined by their wives for dinner at the Galway Arms pub in Etobicoke, the MMM sailors' regular post-sailing port of call. Others spent the evening visiting friends and family in the Toronto area.

When a steady south-east wind greeted the sailors on the sunny Sunday morning, the course was reset at an even greater angle from the headland. This put the windward mark at quite a distance offshore, presenting a perception challenge to both the sailors and the mark judges. It also created some "bumpy" situations at the mark amid shouts of "Starboard" and a few, less nautical phrases. The course was located in the busy Mississauga public marina basin so competitors also had to watch for much larger vessels heading to the marina's gas dock.

When the day's racing ended at

2:30 it was pretty clear that the sailors from Atlantic Canada had come to defend their region's maritime traditions. Taking first place with 31 points was Jim Goddard, of Dartmouth, Nova Scotia, who has also won the Canadian National Soling Regatta in the last 5 years consecutively. Bob Boutilier, from neighboring Bedford, NS, claimed second place with a score of 41. Fellow maritimer Warren Tobey, of Halifax, claimed fourth place with 54 points. Host province Ontario's honor was defended by Tim Peat, of Bobcaygeon, who took third place with 47 points and Bill Croft, of Ottawa, placing fifth with 62 points. Martin Gray, who had come all the way from Jacksonville Beach, Florida was the leading US sailor, taking eighth place with 72 points. The awards were presented by Rick Levick, MMM's Sail Captain.

Tim Peat was also the lucky winner of a raffle among the competitors for a Soling model kit, donated by Victor Model Products and provided by Leading Edge Hobbies in Kingston, ON.

Race Director Steve Penney wrapped up the awards by thanking all of the competitors, Regatta chairman David Allsebrook, official scorekeepers Don Burton and Paul Charles and MMM volunteers for making this year's National Regatta a great success.

Canadian Soling 1M Championship Regatta June 20-22 2014—Toronto, ON

Position	Skipper	Sail #	Club/City	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Jim Goddard	544	Dartmouth, NS	31.0	1.0	3.0	1.0	2.0	5.0	4.0	4.0	3.0	1.0	6.0	8.0	2.0	4.0	1.0
2	Bob Boutilier	109	Bedford, NS	41.0	1.0	5.0	6.0	9.0	1.0	1.0	2.0	1.0	10.0	1.0	1.0	8.0	10.0	5.0
3	Tim Peat	916	Bobcaygeon, ON	47.0	3.0	6.0	11.0	16.0	2.0	7.0	3.0	4.0	3.0	7.0	3.0	4.0	1.0	4.0
4	Warren Tobey	887	Halifax, NS	54.0	3.0	2.0	4.0	1.0	7.0	10.0	15.0	2.0	2.0	5.0	7.0	7.0	5.0	9.0
5	Bill Croft	64	Kanata, ON	62.0	2.0	7.0	3.0	3.0	4.0	12.0	5.0	8.0	7.0	3.0	5.0	3.0	14.0	23.0
6	Paul Switzer	569	Kingston, ON	65.0	2.0	4.0	8.0	11.0	14.0	3.0	13.0	10.0	8.0	2.0	2.0	5.0	8.0	2.0
7	Michael Kennedy	110	Halifax, NS	71.0	4.0	11.0	2.0	4.0	6.0	5.0	9.0	5.0	12.0	8.0	9.0	10.0	6.0	3.0
8	Martin Gray	83	Jacksonville Beach, FL	72.0	5.0	14.0	14.0	20.0	3.0	2.0	7.0	7.0	5.0	11.0	4.0	1.0	3.0	10.0
9	Ron Lange	836	Huntington, NY	82.0	4.0	10.0	5.0	8.0	9.0	6.0	12.0	9.0	4.0	14.0	12.0	6.0	2.0	7.0
10	John Lowther	33	Kingston, ON	86.0	8.0	1.0	7.0	7.0	8.0	8.0	1.0	11.0	6.0	9.0	11.0	17.0	9.0	12.0
11	Frank Vella	21	Ortonville, MI	130.0	9.0	12.0	13.0	10.0	10.0	11.0	8.0	6.0	14.0	10.0	13.0	18.0	16.0	14.0
12	Jim Linville	90	Hull, MA	131.0	10.0	17.0	22.0	13.0	17.0	9.0	11.0	12.0	9.0	4.0	10.0	13.0	15.0	8.0
13	John McKinney	173	Woodstock, ON	144.0	7.0	8.0	9.0	12.0	16.0	23.0	21.0	18.0	22.0	24.0	6.0	12.0	7.0	6.0
14	Herb Dreher	734	Natick, MA	159.0	6.0	9.0	10.0	14.0	22.0	16.0	24.0	16.0	11.0	19.0	14.0	19.0	12.0	13.0
15	Vern Cantlon	488	Burlington, ON	165.0	5.0	13.0	25.0	15.0	20.0	19.0	10.0	15.0	15.0	16.0	22.0	15.0	11.0	11.0
16	Gary Bugden	213	Bedford, NS	171.0	9.0	16.0	18.0	19.0	11.0	20.0	16.0	20.0	13.0	12.0	15.0	9.0	13.0	20.0
17	Dieter Vollbrecht	76	Pickering, ON	177.0	10.0	19.0	16.0	5.0	13.0	22.0	18.0	15.0	16.0	22.0	17.0	11.0	22.0	15.0
18	David Bennett	179	Woodstock, ON	181.0	6.0	21.0	12.0	6.0	12.0	15.0	17.0	21.0	18.0	21.0	19.0	15.0	21.0	19.0
19	Mike Vanover	24	Fort Gratiot, MI	206.0	11.0	15.0	17.0	23.0	15.0	14.0	23.0	23.0	21.0	13.0	18.0	23.0	20.0	16.0
20	Ashley Marshall	172	Dundas, ON	207.0	8.0	18.0	19.0	21.0	24.0	24.0	6.0	13.0	24.0	17.0	16.0	22.0	19.0	24.0
21	Michael Steele	140	Toronto, ON	207.0	7.0	22.0	15.0	22.0	21.0	17.0	20.0	19.0	17.0	15.0	24.0	20.0	17.0	17.0
22	Doug Hemingway	360	Middleport, NY	222.0	11.0	23.0	21.0	17.0	18.0	13.0	19.0	25.0	20.0	18.0	23.0	21.0	24.0	18.0
23	John Clay	47	Brighton, ON	227.0	12.0	20.0	20.0	18.0	19.0	18.0	15.0	17.0	23.0	23.0	21.0	24.0	23.0	21.0
24	Victor Wong	808	Toronto, ON	238.0	12.0	24.0	23.0	24.0	23.0	21.0	22.0	22.0	19.0	20.0	20.0	16.0	18.0	22.0



Notice of Race

RC Boat Invitational Regatta at Hudson Yacht Club. Founded 1909

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

Sunday, August 31, 2014

Be part of the "67th" Annual HYC Labour Day Regatta!

For 66 years, sailors from across Canada have participated in Hudson Yacht Club's annual Labour Day event. One of the largest regattas in Canada!
The Saturday long distance race has typically had up to 150 starters on the line for an exciting single start. What a picture, especially when it's a down wind start.
Sunday's Class races include fleets of J-24s, J-22s, Etchells, etc. World and Olympic Champions are sometimes on the line.

Saturday afternoon, after the long distance race, it's Party Time. If you would like to enjoy all of the excitement of this event, why not arrive in time for the Steel Bands and then the big Saturday night dinner/dance.
Tickets will be available at the club. Hope you can join us on Saturday.

RC Boat Invitational Regatta

Venue: This RC Invitational Regatta will be hosted by the Hudson Soling 1 meter Fleet and held at Hudson Yacht Club, 10 Yacht Club Road, Hudson Quebec. AMYA Club No. 251.

Date: Racing will take place on Sunday August 31, 2014

Rules: This regatta will be governed by the 2013-2016 Racing Rules of Sailing including Appendix E, the rules of the Soling 1 Meter Class, the rules of the Mini 12 and US 12 classes, this Notice of Race, these Sailing Instructions, or as verbally amended by the Race Director prior to the commencement to any race.
Rule E1.5. Covering the protection of antennas will be in effect.

The combined class of Mini 12 and US 12 boats shall sail with the small rig only. (As used by Soling One Meter)

Eligibility: Any duly registered owner / skipper of one or more of the above described boats who is a current member of the CRYA or the AMYA may participate in this regatta.

Racing Format: Separate races for Soling 1 Meter fleet and the combined fleet of Mini 12 / US 12 boats are planned. As many races as possible will be sailed. The number of competitors will be restricted to 20 for each of the two fleets. Based on the date the entry is received.

Awards: Prizes will be awarded to the top three finishers of each class.

Schedule of Events:

- 9:30 am Skippers Meeting
- 10:00 am First race
- 12:00 Lunchtime. Bring your own or buy it at our HYC canteen.
- 1 pm Racing continues (No race will start after 4:00 pm)
- Awards and Social Hour at HYC (Cash Bar) after racing



Entry form

RC Boat Invitational Regatta

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

Sunday, August 31, 2014

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

Completed Entry forms can be mailed or delivered to:

Hudson Yacht Club
10 Yacht Club Rd.
Hudson, Quebec J0P1H0

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

For more information contact:

George Robertson
Tel: 450 458 4845
Email: georgerobertson@videotron.ca

Name: _____ (Please print)

CRYA No. _____ AMYA No. _____ Sail Number _____

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

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

Address: _____

Email: _____

Fax / Phone: _____

Disclaimer:

I hereby agree to comply with the 'rules' as defined in the 2013-2016 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Hudson R/C Soling 1 Meter Fleet, the Hudson Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and severally from liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

Signature _____ Date: _____ (Signature and date is required)

2014 IOM Canadian National Championship Regatta

NOTICE OF RACE

September 12-13-14, 2014 - KINGSTON, ONTARIO

1. INVITATION: The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2014 I.O.M. Canadian National Championship Regatta at KYC in Kingston, Ontario, Canada.

2. SITE: The regatta will be hosted at Kingston Yacht Club with sailing on the fresh waters of Kingston Harbour.

3. ELIGIBILITY: To complete registration, entrants must be paid up members of the CRYA/AMYA or their National Authority. Yachts must comply with the ISAF-IRSA International One Metre Class Rules.

4. ENTRY & FEES: The Entry Fee is \$70 (including GST), which includes (3) days of sailing; Friday Night light meal; Saturday and Sunday lunches; and prizes. Entry deadline is open. Please make cheques payable to the Kingston Yacht Club (for US cheques, please add a \$5 processing fee). Credit Card payments are available.

5. PRIZES & AWARDS: Prizes will be awarded to the top five skippers.

6. ACCOMMODATION: There are a limited number of billets. For more information, contact Lana Butler, Regatta Chair at (613) 634-1140 or by e-mail at lanahb@bellnet.ca

7. CONTACT: Lana Butler, Regatta Chair, (613) 634-1140 or by e-mail at lanahb@bellnet.ca
Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 Fax: (613) 634-1109

ENTRY FORM

SKIPPER NAME: _____

Address: _____ City: _____ Prov/State: ____ Postal/Zip Code: _____

Telephone: Home: _____ Work: _____ Fax: _____

e-mail: _____

BOAT INFORMATION:

Sail #: _____ CRYA/AMYA #: _____ Yacht Club: _____ Winch Type: _____

Hull Make: _____ Channels: Primary: _____ Alt #1: _____ Alt #2: _____

PAYMENT INFORMATION:

Entry Fee: \$70 (includes HST). Entry deadline is "open". On line registration available at kingstonyachtclub.com

Cheque or Money order: (add \$5 for US Cheques) Amount: \$ _____

Credit Card: Visa ____ Mastercard ____ (circle one) Amount: \$ _____

Name on Card: _____

Card Number: _____ Expiry: _____ yyyy/mm 3 Digit code: _____

Disclaimer

Please accept this Entry Application for the 2014 IOM Canadian National Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless. I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

signature

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

*Notice of Race***2014 September Blender Regatta***September 19-21, 2014**Glenmore Reservoir, Calgary, Alberta*

1. **Event:** The Calgary Model Sailing Association in conjunction with the Glenmore Sailing Club invite International One Metre (IOM) sailors to the third annual September Blender regatta at the Glenmore Reservoir in Calgary.
2. **Eligibility:** Canadian entrants must be current members of the CRYA or the Glenmore Sailing Club or a nationally recognized sailing club or association. International entrants must be a current member of their national radio sailing organization or a recognized sailing club or association. IOM boats must comply with the IOMICA rules as approved by the IRSA and, be registered with the CRYA or appropriate national governing body, and have a valid measurement certificate, or be subject to the measurement process which will take place on Friday September 19th. Saturday AM measurement be done only by special exception for out of town visitors; please inquire upon registration.
3. **Entry:** The Entry Fee has not yet been determined. The entry process will be online at www.GlenmoreSailingClub.com which will accept PayPal and major credit cards. Entry will be officially opened in Spring 2014. Included in the entry will be:
 - dinner at social gathering/measuring event, Friday evening
 - lunch on both days of competition
 - banquet dinner Saturday evening at the GSC clubhouse
 - prizes for the top 3 finishers
4. **Entry Limit:** Total number of entries will be limited to 20 boats to keep fleet size at a maximum of 12 and number of fleets at a maximum of 2.
5. **Sail Numbers:** Two digit sail numbers are expected to be the last two digits of a boat's hull number. In the event that more than one competitor has the same two digits, the one that is second to be registered will be required to put a 1 before their sail number on all sails, the next will be required to put a 2, and so on.
6. **Event Operation:** The event will be operated in accordance with the current version of the ISAF RRS as amended by the event SIs, the current ERS, the IOM ICA Class Rules and/or any other prescriptions that may come into effect by the time of the event. Entry level will be kept to a number that will allow no more than 2 fleets to be sailed.
7. **Racing Schedule:** Conditions permitting, racing will commence at 10:00 AM on both days. On Saturday there will be a break for lunch and no races will begin after 4:30 PM. On Sunday there will be no lunch break and no races will begin after 2:00 PM.
8. **Social Schedule:** There will be a social event in conjunction with measuring on Friday evening, location TBA. There will be a banquet on Saturday evening at the Glenmore Sailing Club clubhouse. On Sunday there will be post-racing awards, followed by an informal pub visit for those interested.
9. **Accommodations:** There are several hotels nearby Glenmore Sailing Club, notably along the MacLeod Trail corridor. Additionally, the clubhouse is available for indoor camping, which has men's and women's washrooms with showers and a large common area. Competitors will need to bring camping mattresses, sleeping bags, etc. There may be a limited number of billeting space available; please inquire upon registration.
10. **Transportation:** For competitors who are flying to Calgary, attempts will be made to accommodate airport pick up and drop off. Please inquire upon registration.
11. **Contact:** Regatta co-chairs:

Steve Kibble	Andrew Baak
403.437.1982	403.836.0131
stevekibble@gmail.com	sailorbaak@yahoo.com

Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.

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