



Canadian Radio Yachting

Winter 2012



Inside this issue:

Regional Reports	4
Alastair Blackwood	5
Woodstock MSC	8
Class Reports	9
Builders Corner	14
Victoria Class Report	20
AC45	21
NOR	22

CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

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

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

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

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

CRYA Business Calendar

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

On The Cover:

On the west coast, they are playing with sending Teddy Bears to sea on a model AC45 multihull.

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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Ontario Report

By Paul Switzer—Regional Director

This is the time of year when some good opportunities present themselves for promoting our hobby.

Alfie Easy of Woodstock Model Sailing Club displayed his Soling at the Gam on Yachting magazine display at the Toronto International Boat Show handing out flyers and promoting the club's website. Soling #6 was the only RC boat at the boat show this year. He was lucky enough to acquire time and space through the courtesy of John Grainger from Gam along with Kathryn Huse and Mark Searle who looked after the boat when Alfie was not here. WMSC's next target is the Woodstock Home & Garden Show in March.

John Helmer of the Windsor Model Yacht Club tells me that member Dave Balsdon arranged for the club to attend the 11th Annual Chatham Kent Toy Show. This was a great opportunity to showcase the club and the great sport of model yachting to a diverse group of 1,000 + hobby minded people. Members Tony Heavens, Ken Peltier, Dave Balsdon, Greg Pare, Bernie Pepin, John Helmer, Terry Desjardins, & Paul Delaney enjoyed manning the display on Sunday January 15. This display also provided excellent press coverage for the club and the sport in the Chatham Daily News.



Participants at the Polar Bear Regatta hosted by the Windsor Model Yacht Club



On display at the 11th Annual Chatham Kent Toy Show

ending Polar Bear Regatta on Sunday November 19 at the Campground Pond. A large contingent was on hand including a number of out of town

guests from Detroit as well as 6 - Woodstock Model Sailing Club members. Mother nature provided a tough test with strong winds featured. Many thanks go to member Joost Gragtmans for supplying Tim Horton's coffee, donuts, chili and buns. Dave Bennett from Woodstock MSC was the winner.

I sometimes hear of building projects throughout the winter. Rick Larocque from the Ottawa Area Model Yacht Club reports that there are 3 and possibly 4 new Mini 12s being worked on this winter to add to their already healthy fleet. In addition, the EC 12 is back in Ottawa with 2 hulls under construction. One is an RMD from Florida with all the go fast stuff and the second is a mid 70's Tooling Treasure hull that is being refurbished and updated. There is interest in the Micro Magic Class with at least one hull being built and the expectation of more before spring. The new M50 Class in Montreal has also generated some interest and 2 hulls are currently on order by Ottawa sailors.

When you read this in March, hopefully even the most northerly of us will be only a month

away from sailing. In the meantime, contact me if you wish at p_switzer@yahoo.com and share your experiences or better still, write a short article for the next newsletter.

Often we sail in areas where we do not get a lot of public exposure so shows like this are a great opportunity to get attention

Windsor MYC held its season

Maritime Report

By Jim Goddard

For reasons that escape me, we have been having meetings this winter. I am not a big fan of meetings, as they require me to be pleasant for extended periods of time. We met to discuss the structure of our club and plans for the Soling One Metre Championships in September. Entry forms are available in the newsletter and online at www.hamyc.ca

Then we met to exchange building tips and tuning advice, at an upcoming meeting we will do all of the above! Luckily for all our meetings are being held at a local tavern, so all is good.

Plans this year include a couple of road trips, including the CanAm Regatta in Stowe, VT and the US S1M Nationals in Florida.

Our club continues to grow, with new boats and new members popping up all winter.

I encourage everyone to make plans to visit historic Lunenburg this fall for the Soling Championship regatta. Lunenburg is a beautiful historic town, and home of the Bluenose!



Alastair James BLACKWOOD
1918 - 2012

Al passed away peacefully on February 5, 2012. Beloved husband of Joyce and the late Eunice. Loving father of Gail (John), Bruce (Trudy) and Mike (Debbie). Grandfather of Shannon (Mike), Christopher, Liam and Keralee. Great-grandfather of Alexandra and Samantha.

Al will be sadly missed by his friends and fellow sailors in the West Island Ship Modelers Club. From his days sailing his Little wing in IOM regattas and later his M12 with the Montreal and Ottawa fleets, Al will always be remembered as a gentleman and true sportsman.

He had a long career flying both in our country's service during WWII and later with Air Canada. His passion for life extended to both full size and RC sailing. Goodbye old friend, you will be missed but never forgotten.

Western Report

By Lawrie Neish—Regional Director

In this season of falling trees and power outages, and despite a lack of events above club level, sailing at our various locations has only been slightly reduced. We have not suffered from lack of wind and skippers have been blowing cobwebs away on their #3 rigs, as you may see in some of the photographs in this news letter. John Cameron's photo of Martin Herbert's Aero gives a fair idea of what has been quite common this past month, or so, in BC. On a recent weekend on a day when big boat skippers decided that discretion was the better part of valour and maybe there was something in golf after all, Martin appeared with his IOM muttering about trying to solve some problem of lee helm with his Number 3 rig. The result was spectacular sailing and a demonstration by Martin what a great boat concept the IOM class is in such conditions – 70 km wind. Skippers who have sailed at Saltspring Island Sailing Club can imagine the wind when the waves break over the breakwater when just coming out of the bay south of the Club.

Elsewhere up the Strait of Georgia the World was cut off from the Hornby Islanders for some time when BC ferries decided to rebuild the Island's ferry dock. Despite the world being isolated from this hot bed of innovation, rumours started to circulate about an America's Cup team taking advantage of the isolation and the design expertise resident on the Island, to conduct secret trials on a prototype cat. A further attempt blame the purple, red and blue flashes which kept occurring in the channel between Hornby and Denman Islands failed when Graham Herbert finally owned up. You can read a brief article on why and how by Graham elsewhere in the Newsletter.

I gather that the Cat is destined to make an attempt on Ole Anderson of Saltspring's course record for the great Ocean Race put on by the Nanaimo Laser fleet and sponsored by the Dinghy Dock Pub. Whether, or not, Ole will be defending his record with

his SE Zoom I am not aware, but there are more rumours circulating about a killer "FIT" mono-hull being built on Saltspring Island for the event. If our reporter tracks it down, we will break



Martin Herbert's "Aero" in a BIG wind.

the news in this edition. It sounds rather like an America's Cup challenge of some years ago. I am inclined to put my money on our resident Viking's Zoom.

WCMYA Yahoo abounds with postings such as, "The weather looks good for Friday" or as often it is replied to by, "I can't make it Friday and the wind forecast for Thursday is better". This is the Nanaimo group negotiating their sailing day for the week. This is a good group and their weekly meets at Long Lake are often augmented by skippers from elsewhere on Vancouver Island. At the time of writing they had to call in a heavy duty ice breaker from Saltspring to work for an hour helping a Widget breaking ice and clearing the sailing area. Dedication!

Down south, in basement workshops all over Victoria, there is much IOM building going on. Most of this is to an accompaniment Jamaican music of the last century. The music

may be dated but the boats are not. Having limited maths ability I have lost count of how many Skas are now building from Adrian Harrison's mould's, but you can read the story in an article in this newsletter. Adrian's latest personal boat has yielded to the year of the dragon and sports a dragon on its bow topsides. It will take older

readers to understand this, but Adrian has been heard to whistle "Rose, Rose I love you" which gets him out of the Caribbean and steel drums at least, if not to China. However his Dragon Lady is painted yellow and not a tasteful shade of pink. The big showdown will come when the Skas meet up with the "little islanders".

There are also rumours coming out of Victoria that Team Schmidt lead designer, Jan Schmidt, working with support of his sponsor, Mercedes, has a new design out. Most of the development work was done by Mercedes and in keeping with the marque's traditions, is of an unusually high standard. I understand that the design is a variation on Jan's earlier prototype with similar appendage features and will undergo much tank testing in the coming year and probably an addition of some ballast. I have not heard the design's name yet, but I am led to believe that the hull



More action featuring Martin Herbert's "Aero."

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Mid-western Ontario is home to *AMYA club #820* The Woodstock Model Sailing Club!

As Woodstock Ontario school teacher John McKinney believed, the gorgeous park down the road with the huge pond, could be home to a perfect model sailboat venue and he was undeniably correct! With a couple Soling 1Meters his father and he had built in arm he set out to re-establish a hobby so many people are quickly finding out is an exhilarating one, Model Sailboat Racing.



WMSC (Woodstock Model Sailing Club) emerged from fall 2010 as a fast growing club intent on developing a fun model sailboat racing club with the incredible efforts of John McKinney, Alfie Easy, and the hard to catch couple Roger Shepherd & Rae Perry. Soon others were invited and the roster has ballooned to 16 regular participants sailing the Soling 1M on Sunday mornings and Wednesday evenings. It's really no surprise that when John decided to extend an open invitational regatta to surrounding clubs that the response was fantastic. The first Bac-r-d Challenge was issued in the spring of 2011 and in the pouring rain and cool weather 8 hearty souls endured for a bottle trophy and bragging rights. Through the summer more open invitations were sent out to local clubs for the monthly Soling regattas and numbers have soared to 17 boats on the line with plenty of really tight and exciting racing.



We have had four well attended open Soling regatta's, with members of Metro Marine Modellers, Windsor Model Yacht Club and the London Model Sailing Group taking part and making the racing very competitive. Looking after the all important scoring, prizes, beer and other goodies we have had help from Joyce, Marsha and Rae (well done girls). Next year (2012) looks to be as good, if not better. The current boat of choice has been Victor's Soling 1M but a new fleet of Thunder Tiger Victoria's has been emerging. Dave, Rob and Shaun already have them and now John and Ed have them as well. Ed's boat is basically built straight from the kit, while John (#73) has gone hi-tech with all the fancy gear. It will be interesting to see how they match up on the water. Highlight of the year (especially for Dave) was a trip by John, Roger, Ed, Dave, Peter and Rod to the Polar Bear Race hosted by the Windsor Model Yacht Club

on November 19th. The event was won by our Dave Bennett, sailing his beautiful Soling 1M "Warhammer".



Everyone has contributed something to the club, which is why it has been so successful (well done). If you're in the area, visit our website, <http://www.woodstockmsc.com>. Do drop in to Southside Park in Woodstock, Ontario. There will always be an extra boat ready and waiting for you to sail.

Robert Meakins/Roger Shepherd/Alfie Easy contributors

Marblehead Report

By Paul Switzer

For those of you like myself who have a Marblehead Class boat sitting on a shelf somewhere, I thought you might be interested in something I read in issue # 166 of the AMYA Model Yachting Newsletter. For years, there has been a Vintage Marblehead Division especially developed to promote racing for boats built between 1930 and 1970. It has a separate set of rules that reflect what the class rules were during that period before changes such as the longer keel were allowed.

In 2011 at the Vintage M Regatta in Marblehead MA, they also defined a Classic Division for boats built between 1971 and 1981. The idea is to try to encourage people to obtain and restore these boats. There were 11 Vintage Ms and 4 Classic Ms in that regatta. Over 2,000 Marbleheads were registered with the AMYA and over 200 with CRYA during the 1970s. The thinking is that those boats are out there gathering dust and can probably be obtained at a reasonable cost. With the reasonable price of small digital winches with sufficient power to handle Marblehead requirements, it should not be an expensive project to make these boats operational again if their

electronic equipment is outdated. Many of them probably still operate as they are.

Although the Classic Division has not been completely defined yet by the AMYA, the rules will probably specify a limit on depth of 17 inches and a minimum weight of 13 lbs which were typical of the boats of that period. I am going to keep in touch with the AMYA Marblehead Class Secretary, Standley Goodwin, to see how this develops. If you have a Classic Marblehead or any Marblehead for that matter and want to sell it or sail it, let me know. (p_switzer@yahoo.com)

If you have a post-1982 boat like I do, referred to as a Modern Marblehead, it is still covered by the current ISAF Class Rules dated 2002. These boats are sleek, fast and beautifully balanced and are designed to sail in any conditions from ponds to the ocean. The class is still active internationally and in

the USA although it seems significantly reduced by the increasing popularity of the International One Metre. The US National Championship for 2012 is planned in San Diego as part of the 2012 Race Week in August. The World Championship will be in France in mid October with a total of 80 places allocated to countries around the world.

Ontario used to host an annual Marblehead regatta. The last one was in 2006 at Lakeshore Promenade Park in Port Credit and a joint attempt by Metro Marine Modellers and the Buffalo Model Boat Club in 2007 failed to materialize due to a limited number of interested participants. I intend to organize something in Kingston for Marbleheads in Ontario if I can find them. Contact me if you are interested in a fun day of racing these great boats.

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Soling One Metre Report

By Paul Switzer

In terms of class administration, I had mentioned in my last report that Frank Vella from Michigan had been elected as the new AMYA Class Secretary for a 2 year term. Frank assumed that responsibility from Tim Willings of Florida on January 1, 2012 so he is the ultimate authority on class governance matters.

In terms of class growth, my contact at Leading Edge Hobbies here in Kingston tells me that they continue to sell a small number of Soling kits each winter to various areas of the country so I assume new boats are being built. Based on attendance at regattas such as the Soling Canadians, I believe the class is healthy and growing slowly in Canada despite competition from a number of

other, newer classes. Still the prettiest, most fun boat to sail in my opinion.

For the coming season, the Hudson Yacht Club Soling Fleet, in Hudson Quebec, is considering a series of one-day regattas that would be held at least once a month on the weekend throughout the season. The series would be open to any CRYA or AMYA members and the goal would be to provide organized racing in the same manner as they run their weekly fleet racing but to keep it relaxed and fun. The hope is to attract a variety of competition from various other fleets and broaden the skill levels of all competitors through that exposure. There might be some type of simple awards at each event and a championship final even is being

considered. If you are interested in such a series of events, contact the Hudson Fleet Captain, George Robertson by email at georgeroberton@videotron.ca.

Keep the Soling Canadian Championships in mind for next September in Lunenburg. That event and the CanAm Regatta in Stowe Vt. in August are already listed on the CRYA website so you can lock the dates into your calendar if you are interested.

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

Regatta Report—Annual Diet Memorial regatta

By Barry Fox Class Secretary

This premier one day regatta is organized annually by Doug Diet and family as a tribute to his grandfather the late Maurice Diet a local pioneer in model yachting.

The 17th annual event was held Sunday August 21 at the Windsor Campground Pond. The format is unique in that entries from the AMYA US One Meter class, the AMYA Soling One Meter Class and the ISAF One Metre Class are permitted which allows for head to head racing amongst the most popular One Metre classes.

This year Windsor Model Yacht Club's Paul Delaney was the winner of the event sailing his US One Meter.



Quebec Report

By Kevin Groom and Nigel Swettenham

Big Red, the first of the S50's

First of all, credit where credit is due. The hull was conceived, designed and prototyped entirely by Nigel, with help from the Freeship design software. He then built a plug from which he pulled a mould. Luckily (for me) he built the plug pretty much in the same way that one would build a working hull, and gave it to me after using it to make the master mould.

So, I ended up with a more-or-less completed hull (and deck). To turn this into a fully functional sailboat I needed to:

- * Install a sail servo and sheeting arrangement
- * Add a rudder, linkage and servo
- * Install the electrics (receiver, battery and wiring)
- * Cast and fit the keel (note to self, don't use a concrete mould)
- * Add the deck fittings

I even managed to salvage most of the fine paint job. It must have about 100 coats of paint, laid down during the process of obtaining the fine and blemish free surface necessary for moulding purposes.

Anxious to get her on the water as soon as possible, I took the shortcut of using an old M12 rig (S curved mast and crumpled sails) for the maiden voyage. Right "out of the box" she sailed quite well, and after a bit of minor rig tuning, sailed magnificently. With an almost neutral helm, and in a stiff breeze, she powered past all of the M12's. I think that I won every race that day which, as those who have had the "pleasure" of sailing with me will appreciate, was not a result of my superior sailing skills. Furthermore, she seemed to cope with shifting winds extremely well, and was considerably harder to get into difficulties than a M12 - I like that immensely.

At the time, the only logical explanation for the superior performance was that with the additional weight (about 15 lb in the keel and 21lbs total) and a lower center of gravity than an M12, she was very stiff, and kept well upright even in the gusts. Hence, more of the sail power was being directed at propulsion than with a more tender boat. However, even in the lulls of the wind, she was fast, and so the improved stiffness does not seem to be all of the story. Maybe a lot of the credit goes to Nigel's good hydrodynamic design. Perhaps also the additional weight helped to carry her through the wind shifts giving more time to get things readjusted.

I subsequently built a new and larger "B" rig on the basis that such a stiff boat could definitely handle more sail area, even in quite breezy conditions.

The criteria for the rig design was:

- * About 25% more area than the M12 standard rig
- * Similar aspect ratio to the M12
- * A straight jib leach (to facilitate a topping lift)
- * A shift towards a higher jib to main area ratio (hence the full height jib)
- * No fancy, expensive, or hard to find components

The proportionally larger jib was chosen due to the limitation of the foreword mast position being limited by the raised deck and not wanting to have untrimmable weather helm.

On the first outing with this new set of clothes, she again sailed fast and true. By good luck or good judgement, this turns out to be a fine rig.

As a final experiment (for that year anyway), I decided to try a different rig. My thinking was that a higher aspect ratio set of sails would work well in light winds based on the benefit of taking advantage of the cleaner air further from the water's surface, and the proven stiffness of the hull to sustain substantial heeling moment. Since I had a partially finished IOM "A" rig, including a thin-walled aluminum mast, I decided to complete it. This set the overall height. I chose to retain the "B" rig jib, and increase the main sail height whilst retaining about the same area.

In conclusion, it appears that this is a fine craft, well suited to our local sailing conditions. With a current fleet of 3, and maybe 3 more by the start of next year's sailing season, we are perhaps seeing the start of a new Class.

UPDATE

Well that was #1 and back in summer 2010 – in fact we built 4 'woodies' with Dave Mealy, Lewis Cseke and Fred Walker turning their immense hull planking abilities to their three works of art. The molding got started winter of 2010 and an initial batch of 5 glass hulls were produced. It's a slow process building in a split mold. A layer of light cloth is first laid in each half of the mold (it's an epoxy layup - no gel coat) and then the keel is laid up. Once the keel is completed,

the mold halves are joined, the keel joint line is reinforced and then the hull is laid up as a single piece. Bare hulls are averaging 2lbs. so lots of margin left for ballast and fitting out.

Most of the summer was spent doing rig development which culminated in an A rig of about 1200 sq. inches and a B rig of 1000 sq in. Draft rules were put together to define the Class and to maintain the spirit of a 'low cost' boat by restricting exotic materials. While the hull form cannot be modified, the deck layout and rigging has been left open so builders can express their preferences. Some have opted for raised "V" foredeck and others for single level decks with or without camber. One builder has expressed an interest in doing a scooped out aft deck, as is popular on IOM's which should prove interesting.



Big Red on a shakedown using a Mini 12 rig.

One common comment from all the sailors is she is an easy boat to sail – once trimmed properly, it will sail hands off for considerable distance and needs minimal correction. She is very responsive to the helm, and the rudder has been getting smaller as experience is gained – either that or the throw reduced. Most of the sailors with Spektrum radios use the low rate setting and probably 20 degrees throw maximum. She tacks very fast for a keel boat with very minimal speed loss.

Original design goal was to build a boat impervious to weeds, capable of sailing in winds from almost calm July evenings to the blustery fall weather we get and do it on the very open water of Lake St Louise on which we usually sail. We called our M12 regatta off early this summer because of extreme conditions. Winds were hitting



Nigel's Boat in Challenging Conditions – B rig in 50+kph gusts!

for rig and setup development. I think all of us involved have enjoyed the experience and while the hull may have come off my drawing board the group's efforts have developed it into a great boat.

Yes she is bigger than most boats we sail at 50", and a bit heavier, at 18lbs nominal but still smaller and lighter than an EC12. If weeds are an issue, she has that problem well under control. In open rough water which are challenging for some craft, she performs particularly well. The A rig is maximum 68" so it still fits in a compact car and transportation isn't a problem. Sitting the cradle on a dolly makes moving it from the car to the water a lot easier. Seems some of the Ottawa fleet got the bug after visiting and sail ours this summer. With 5 more hulls underway and with a bit of luck by the end of 2012 may have enough to apply for CRYA class recognition.

50+ km/hr in gusts, waves were at 2 feet, the S50 was in the car... lets go sailing and see what she does in a blow! I can only say it was spectacular – seeing an 18lb keel boat surfing with spray going in every direction sure was exciting. Amazing thing was even in the worst of it, the rail was only just touching the water. Some other nice features of the design include a strong resistance to broaching, doesn't dive no matter how hard pressed and great wave penetration.

At one point I was thinking about calling her the 'Python' after a famous British comedy shows opening line:

"And now for something completely different"

Sometimes we need to think outside the box! We used to be avid IOM sailors in Montreal – weeds made them impossible to sail. The M12 has become our very popular club boat but being restricted, there was 'nothing to do or develop' on the boat. Some of the guys wanted a new challenge, so why not take the opportunity to do a hull that better addressed the conditions, was still a "One Design" but left open many of the details to allow



Kevin's "Big Red" Prototype and Nigel's Own Boat Development A rigs - #5 with the final configuration

Adrian's SKA

Excerpted from the Seattle IOM Update

This is from the excellent article in the Seattle IOM Update. I recommend that publication to you for the full interview and pictures. –Editor

This month our Playmates hail from nearby Victoria, British Columbia, where sailing is part of the

culture. The builder is Adrian Harrison of the Victoria Model Shipbuilders Society, and while I haven't met

him yet, I expect to sail with him sometime this year. The SKA hull designer is the very well known World Champion Brad Gibson of BG Sails & Design, where you can purchase your SKA hull plans for a nominal cost.

The sweet CAN 96 is a beautiful, well crafted, and a fast yacht of course; just look at the pictures

and note the design pedigree. It is also a beautiful process Adrian has going that promotes the

inexpensive building of many more SKAs by BC skippers as he shares his high quality plugs and molds.



Proud skipper's showing their SKA's hulls and decks produced in November 2011 in Victoria, BC

From left to right are Russ Cozens, Mike Pednault, Adrian Harrison, and Bob Haines. Photo Joyce Harrison.



David Cook's Design & Boatyard Winter Projects 2011/2012

By David Cook

Since I openly admit to be a fair weather sailor, my focus has moved from the water to the workshop. For the Cook IOM Design and Boatyard there were three projects in the plans but due to my declining arm and hand function, one had to go.

The project that got axed was Porky Pop With Wings. This takes a few ideas from Brad Gibson's hard chine Brit Pop that dominated the 2011 IOM Worlds, my own design I call Porky Pig and bow strakes.

To learn about hard chine boats, I contacted my friend and talented Olympic Star Medalist and 6 Metre World Champion Eric Jespersen for a few juicy hard chine tips. For those of you who don't know, Eric also designed and built a 30 foot hard chine and plywood rocket he called Myrrh. I thought 'my' bow strake idea was unique and revolutionary until Eric told me to go check out Graham Bantock's latest RG65 design called Argon. Thanks to my friend and sharp Internet detective Barry Fox for finding the correct spelling and a photo. After contacting IOM designer and rules guru Marko Majic to verify the class rules and with my new found knowledge, I got to work and designed Porky Pop With Wings. The design phase is complete but I doubt the boat will ever be built.

My second project is called SKAtterbrain, named after Brad Gibson's SKA and how my brain functions. I wanted to build an IOM that would do well in the higher wind range and was designed by a reputable designer. After seeing Adrian Harrison's and Don Case's SKAs go like wildfire, I decided I needed to get one of those. After my high school woodworking teacher 'Mr. Harrison' lent his as near to perfect plug you're ever going to see to my friend Don Case, I asked Don to build me a hull with the criteria of being light and fast. Right now Barry Fox, Russ Cozens and I are finishing up the rigs so I can take it to Dallas for the infamous Blowout in mid-March.

The final Cook project is called Porky Pig 2 named after its predecessor and my childhood idol. The logic behind the name is the boat and each of us have big heads and stutter. In 2011 Porky Pig, my second IOM design did much better than I expected considering the suspect skills of its skipper and builder. To date I've modified the plug to increase the boat's volume forward to improve its performance in stronger heavier conditions.

When the ice melts off of Beaver Lake and the weather warms up a whole lot more, I'll be back out on the water to stir the pot some more. Stay tuned.



The indomitable David Cook in his boat yard



Progress photo a few weeks after David started working on revising his Porky Pig plug (L) and the original Porky hull form (R)

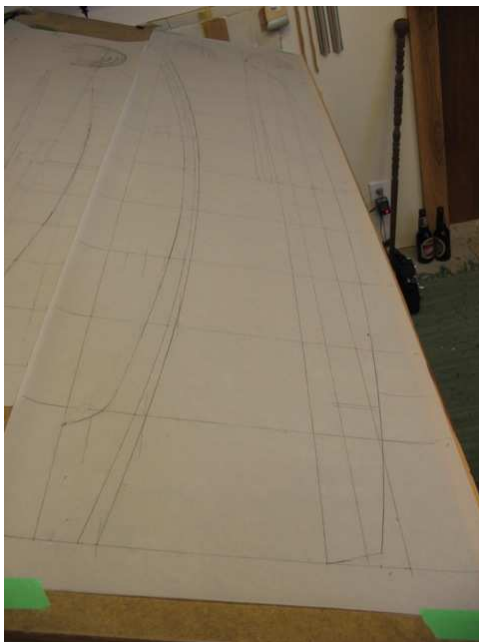


Progress photo on David's SKA named SKAtterbrain, which in the photo above was in the background. Do you think the dreary winters that lead to these outrageous brightly colored paint jobs?

Building a one off boat

By Martin Hebert

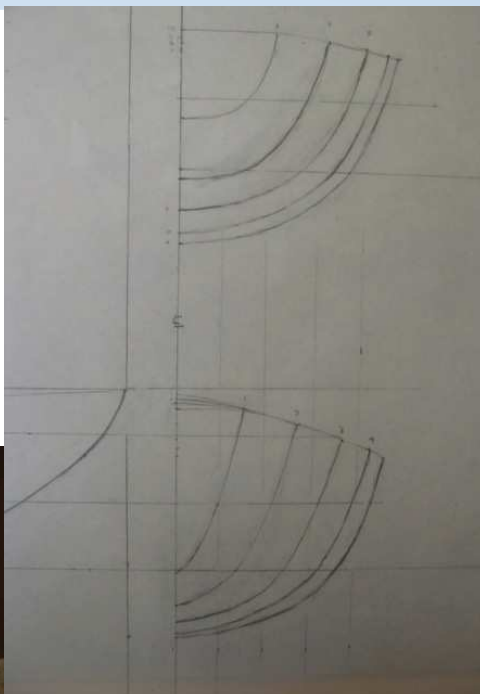
Sometimes you see a boat that just takes your breath away and sometimes you are inspired at the same time. This happened to me when I opened the September issue of Wooden Boat Magazine to the line drawings for "Bacchant" a 75 square metre sloop from the 30's. The article was actually about a Kiwi boat called Ranger that was based on Bacchant and launched in Auckland in 1938. She dominated the racing fleet for the next 30 years.



Get a concept

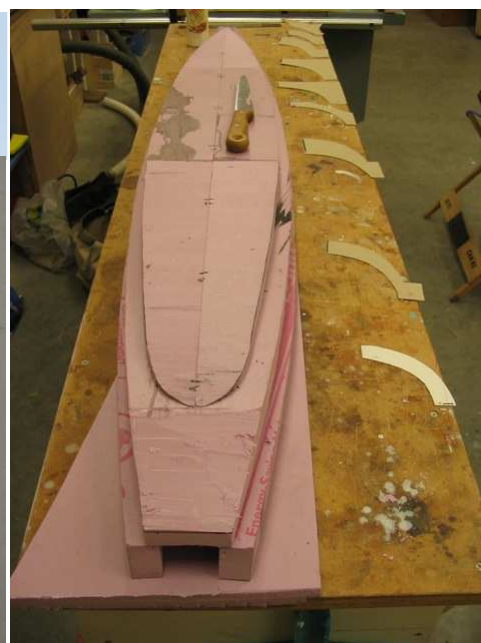
After looking at these line drawings and photo's I set about building a 60 inch interpretation of these two boats, put into a bag with my four years of IOM sailing and one IOM design and given a good shake. This is what tumbled out. This article however is not so much about the boat as it is about how to get from concept to making the boat parts in a week with minimum expense.

I took my time with the drawings and enjoyed finding the shape, but once I was happy with the lines, it was



Do some drawings

time make a start. I have a friend who is a co-owner of my Flying Fifteen and works in the building trade. When he saw the drawings and what I was doing he dropped off the Styrofoam which reduced the form costs to zero, a bonus! The waterlines were set to coincide with the thickness of the Styrofoam so I was able to cut the shape of each section on the band saw before gluing up. This is extremely helpful in the initial shaping of the hull, in the rough carving and also in lining up the templates when you are doing the finishing work. I put all the marks right on the foam to help me keep things lined up. The carving was done with a kitchen knife that is kept sharp, but not honed and the cutting edge works like a mini saw. The Styrofoam was glued together with white glue and left to sit overnight to dry. I keep the glue back from where I will be carving as it is harder than the foam and creates problems when carving. The pieces were held in place with tooth picks to stop them slipping when I



Cut waterlines to shape before gluing

clamp them with paint can weights.

The hull was first shaped with the block resting on its big square deck. I am going to use this form to mould the hull and the fore and aft decks in three steps. Once I have the hull carved to the start of sanding stage, I turn the block over and rest it in two cut to shape Styrofoam supports and start working on the aft deck. On this boat a tapered space was left in the centre of the boat for a plywood insert that will accept the hatch. Once it is glued in it takes a few minutes to carve the bevel from the deck to the ply. Then it is on to carving the foredeck. This to goes very fast and then it is outside with a sanding block, mine is a belt sander belt cut open and glued to some 3/4 ply. Slowly is the key when fairing, as you don't want to have to add something back.

Once you are happy with the shape brush it off and carefully cover the foam with a layer of plastic packing tape. As this is your mould release, it pays to keep wrinkles to a minimum. The hull is now ready to lay-up, followed by the aft deck. As I like to have mast partners and a built in mast ram I run the foredeck past the aft deck bulkhead so there is one more Styrofoam piece to build before making



Make templates, include the waterlines

the foredeck.

The time for me to go from drawing to making the hull was six days, working about 2-3 hours a day. Because the foam was free, the cost for all the forms was about 20 cents of white glue and fifteen toothpicks. The latter can be reused later as epoxy stir sticks. Because you are building over a male mould there is some fairing to do, so some extra costs in sandpaper and time. If you are careful you can reuse these moulds, probably being able to pull five or so boats and if you are learning about design you can build one then change the plug to modify the shape. This is a fast and fun way to play with shapes and you don't end up with a shop full of tooling.



Waterlines allow you to rough carve very fast



Sharpen the knife as soon as it starts to tear the foam



As you get close stop and look a lot



Use the templates and your hands to fine tune



Tapered plywood insert is glued into space provided



Final shaping with a sanding block, outside, put your working lines back on



Packing tape is the mould release



Tape in foredeck extension

Victoria Class Report

By Michael Steele

http://groups.yahoo.com/group/metro_marine/.

For more information please contact Bob Allan – allanbob@rogers.com or Michael Steele msteele@printfinishing.com.

VICTORIA ONE DESIGN CLASS REPORT – Ontario Report

The Victoria Class One Design has seen renewed interest over the winter with several older boats being delivered to new owners and a flurry of fresh builds underway. There will be no shortage of events for the Victorias in 2012 as the Metro Marine Modellers sail division has included the Victoria as part of its Sunday Regatta Series. The first regatta will be at Humber Bay Pond East on April 22 and further regattas are scheduled for May 13, June 3, June 24, July 15, August 5, Sept 23rd and October 21st – skippers meeting will be at 9:15 and sailing will commence at 9:30 – please visit metromarine.org to download a complete schedule of events for 2012.

In addition to these regular regattas a number of special events have been scheduled for 2012 for the Victoria. July 1st will see the annual Vic Canada Day regatta back this year run by Victoria class secretary Charlie Mann in Newmarket.

August 26 will see the Metro Marine Modellers hosting the Victoria Class Ontario Regional Championship and September 9th will be the popular end of season Sailmakers Cup, both will be sailed at the Humber Bay Pond Location – look for upcoming NOR's for these exciting regattas or contact Metro Marine Victoria class sail captains Michael Steele - msteele@printfinishing.com or Bill Shorney – billshorney@gmail.com for more information.

Victoria News from the Woodstock Model Sailing Club

"Rumours have been spreading like wildfire that Fast Alfie has jumped into the Victoria Fleet, it is all true....." Alf Easy admits that he is joining in on the emerging fleet of Victoria's hitting the waters in Woodstock for 2012. Will he be able to carry over his racing successes from Soling's? Rob Meakins and Shaun Berrington have been sailing this class with good results to date already. Dave Bennett

spent most of last summer chasing Soling's with his Vic until he launched Soling "Warhammer" to even up the playing field in that class. Commodore John McKinney and Ed Smith finished their builds in time to sail in December with Dave for a trial at Southside Park. All three seemed close in speed, but they have not **been** fully tuned up yet. Robert Langlois and Roger Shepherd have new boats in the workshop, as well as Roger's neighbour Larry. Soling's are still the main class for the Woodstock Model Sail Club, with the Victoria's rapidly gaining a foothold as the next class forming up.

April 4, 2012 from 5:00pm - 8:00pm is Woodstock Model Sail Club's first scheduled sail. Bring your boat, come try one of ours, or just come out for a few hours of entertaining racing. For a full schedule go to www.woodstockmsc.com and follow the link.

MMM LAUNCHES TUESDAY NIGHT VICTORIA CLASS POINTS SERIES

With re-kindled interest in the Victoria class, Metro Marine Modellers Sail Division has set in motion a weekly racing series for the Victoria One Design which will run from May 1st to August 28th. The weekly points races will be held on Tuesday nights starting at 6:30 pm at the Humber Bay Park East sailing pond and each series will consist of six race nights. Three separate series will be held in 2012 starting with the spring series which commences on May 1st and runs through until June 5th. The spring series is expected to be well attended and is an excellent chance to practice up for the regular monthly regattas.

A downloadable NOR is available at

Victoria Class – Building Resources

For modelers looking to build a custom carbon rig for their Victoria, or to rebuild or refresh an older used boat and wish to use some of the kits stock parts, Leading Edge Hobbies is now stocking many of these individually. One of the most popular is the black plastic fittings set which includes all of the main boom to mast connections, spreaders, bowsies, mast-head crane and sail servo arm. This fittings set is available for \$ 11.95 and can be ordered from sales@leadingedgehobbies.com or Toll Free 1-866-389-4878. Also available separately will be Victoria rubbers, keel and keel bulbs which are all useful for the rebuilding of an older boat.



Radio Control AC 45

By Graham Herbert

Dale Chase and Graham Herbert were watching the America's Cup world series this fall and we started thinking of building a radio controlled version of the AC45 and here is a description of the result!.

We made the hulls out of pink styrofoam covered with glass and we made a foam mould for the central pod that holds the electronics. The cross-beams are used carbon golf club shafts. There are two servos controlling the wing and one for steering. The wing is made from styrofoam carved to shape and covered with very light glass. We made an A rig and B rig this way but they are pretty heavy, the A rig is 950 gm and the B rig is 650 gm. The all up weight is 2950 gm so the rigs are a major part of the weight. We just made a C rig using frames skinned with mylar and it is 280 gm so we now plan to make a new A rig and hopefully get it down to 400 gm.

Since these photos were taken we have added 8" to the back of the hulls and increased the beam by 8" so now she is 57" long by 36" wide. She is really a challenge to sail and can capsize or pitch-pole easily if you don't react instantly releasing the flap, but we are getting much better at it. Our big event for her is the April 14th Great Ocean Race around Protection Island in Nanaimo Harbour and the Strait of Georgia. We have raced her against the IOMs several times and she is faster to weather, much faster reaching and about equal downwind. We tried sailing hotter angles downwind but without a spinnaker it doesn't pay. I think once we get our lighter rig she may be faster downwind too.

We are having a lot of fun with her and she is definitely helping to keep us sane through the winter on sleepy Hornby Island

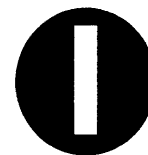


AC45 Model performs in the sunny winter conditions on the west coast



2012 IOM Western Canadian Championship

June 1-2-3, 2012 – Saltspring Island, British Columbia



- 1. Event:** The Western Canadian Model Yacht Association and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2012 I.O.M. Western Canadian Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must current members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD International One Metre Class Rules and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$60**, which includes lunch on the 1st, 2nd, 3rd of June and barbeque on the 2nd and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **May. 1st, 2012**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$65**.

Frequencies will be allocated 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 wneish@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 wneish@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.

Entry Form

2012 IOM Western Canadian Championship

June 1-2-3, 2012 – Saltspring Island, British Columbia

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

BOAT INFORMATION:

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq.	

Notice of Race:

2012 COW Cup Regatta (Canada – Oregon - Washington)

1. Event: **Seattle Model Yacht Club** invites International One Metre sailors to participate in our third annual **COW Cup Regatta** on big beautiful Lake Washington.

When: Sailing: the weekend of **May 5th-6th, 2012 (2 days of sailing)**

Friday, May 4th, 2:00 – 6:00PM: Check-in with Yacht: at the home of Bob & Jackie Wells; 5425 Parkwood Lane; Mercer Island, WA 98040. (Not at race venue due to limited afternoon parking):

2:00 - 5:45PM: Yacht check-in & social gathering with snacks/beverages. Measurer's Lawrie Neish and Larry Stiles will be available, but no required measuring is planned.

5:45PM: Skipper's Meeting (so we don't waste sailing time Sat.)

Everybody is then invited to a no-host dinner in a restaurant TBD.

-or- **Check-in Saturday AM at Coulon Park 8:30-9:15** for late arrivers.

Start: First warning 10:00AM on Saturday & Sunday.

Last Race Saturday starts no later than 4:30PM.

Last Race Sunday starts no later than 2:30PM to accommodate out-of-state travelers.

Saturday No-Host Dinner: A casual gathering after sailing at the Irish Pub: A Terrible Beauty; 201 Williams Avenue S., Renton, WA 98057; (425) 227-3396.

Awards: Presentation after Sunday's last race.

Where: Gene Coulon Memorial Beach Park 2101 Lake Washington Boulevard North Renton, Washington (a suburb SE of Seattle and 15 minutes from SeaTac Airport)

2. Eligibility: Entrants must be current members of their National Authority. Yachts must comply with the ISAF-IRSA International One Metre Class Rules and have a valid IOM measurement certificate to present at check-in.

3. Entry: Entry donation is \$5.00 to cover awards & appetizers/beverages at Friday's Check-in. For lunch two (2) restaurants (Burgers or Fish) are conveniently available on the docks. Cash or checks accepted in either US or CAN dollars, and Steve will happily accept the entry donation on Race Weekend. Checks are payable to Steve Young.

We request that entries be post marked or emailed no later than **April 23rd**. Late entries will likely be accepted, but at the discretion of Bob Wells, Regatta Chairman. Frequencies will be allocated if necessary based on the date of receipt of paid entries, including those accepted after the entry deadline.

4. Entry Form to: Steve Young: "Salty-Dawg" at "msn.com" by mail or email: 4332 N. Pearl Street, Tacoma, WA 98407 phone: 253-202-6840 mobile

5. Souvenir (Optional): For an additional \$20 we will provide you the 2012 version of our well received cotton red hat. The IOM logo is prominent with "The COW Cup". One size fits all. You must order by 4/23/12.

6. Confirmation of entry and an information package containing Sailing Instructions and other information will be emailed to all.

ENTRY FORM 2012 COW Cup Regatta

Sailing May 5th-6th; Gene Coulon Memorial Beach Park; 1201 Lake Washington Boulevard; Renton, Washington

Skipper / Entrant Name:

Optional Souvenir Hat is \$20: Yes No (default)

Address:

City:

Province / State:

Postal / ZIP Code:

Country:

Telephone: Home

Work

Mobile

CRYA Member # AMYA Member #

Email Address:

Hull Design / Number

Sail Designer /

Number

Notice of Race
Famous Potatoes Sailing Club Spring Regatta
April 14 & 15, 2012

Famous Potatoes Sailing Club invites One Metre sailors to Park Center Pond in Boise, Idaho for our first regatta.

When: April 14th & 15th

Pond will be open for practice on Friday the 13th

Registration will take place at the pond Friday and Saturday prior to racing

Skipper's meeting prior to racing on Saturday

Racing from 1000 to 1600 on Saturday

Racing from 1000 to 1430 on Sunday

Where: Park Center Pond, Boise, Idaho

Entry Fee: \$30 to cover lunch & beverage both days

Rules: RRS as amended by Appendix E and the Sailing Instructions.

Race Organizer: Famous Potatoes Sailing Club Boise, Idaho

Liability: All persons taking part in this event do so at their own risk and responsibility. The parties involved in the organization and execution of this event disclaim any and all responsibility for loss, damage, injury, or inconvenience that might occur as a consequence of participating in this event. The responsibility and safety of themselves and their equipment rests with the participants in this event and by attending this event, you accept these conditions.

Famous Potatoes Sailing Club Spring Regatta
April 14th & 15th, 2012
Park Center Pond, Boise, Idaho

Name:

Address:

e-mail:

home telephone:

AMYA #

Hull design/number

Sail number

Frequency (include 3 choices unless on 2.4)

Send to : Bruce Andersen

1707 Warm Springs

Boise, Idaho 83712

208-365-8022

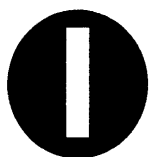
MINI 12 Annual Regatta
Saturday June 16th 2012 - a one day regatta
OTTAWA ONTARIO

ORGANIZING AUTHORITY: Ottawa Area Model Yacht Club

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

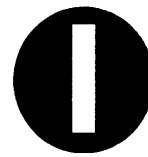
I hereby agree to comply with the rules as defined in the 2009-2012 Racing Rules of Sailing (RRS) and the prescription of the Canadian Yacht Association. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the City of Ottawa, the Ottawa Area Model Yacht Club, the regatta Organizing Committee, as well as their members and agents, both jointly and severally, from liability for any loss, injury or damage to any persons and/or property that might arise from my participation in the regatta even if such loss, injury or damage is caused by the negligence of those released and held harmless. In the event that court action is undertaken I agree that the jurisdiction and venue will be Ottawa, Ontario and that Ontario Law will govern any arbitration or litigation.

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



2012 Hornby Island IOM Regatta

April 21 - 22, 2012 – Hornby Island, British Columbia



- 1. Event:** The Hornby Island Model Sailors invite International One Metre (IOM) sailors to the 2012 IOM Regatta at Ford Cove on Hornby 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 \$5**, which may be paid at the time of entry or at the event. This event is all about the sailing. Prizes will be the joy of sailing. Meals and accommodation are the responsibility of the entrant
- We prefer to receive entries as soon as possible in order to facilitate planning as far as boat storage, transportation from dockside to the sail location, etc.
- Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** The primary accommodation will be at Hornby Island Diving Lodge which is located virtually adjacent to the sailing site. Details will be sent to anyone interested in looking at that option. You can look at the lodge at www.hornbyislanddiving.com.
- A special package arrangement has been set up at the Lodge for our regatta. The more of us that stay there, the better the deal which includes accommodation and all meals through to Sunday at noon
- Other options can be found at <http://www.hornbyisland.com/>
- 5. Contact:** Graham Herbert, Regatta Chair, (250) 335- 2828 or by e-mail gghornby@telus.net
- Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.

ENTRY FORM

2012 Hornby Island IOM Regatta

April 21 - 22, 2012 – Hornby 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

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

Hosted by Metro Marine Modellers - Regatta Chair: Myra Davidson

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

Please Register Early – entry deadline is July 15th, 2012

Entry Form

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

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.



NOTICE OF RACE

The 2012 S1M "CanAm Challenge" Regatta

"A Friendly Cross-Border Rivalry Continues"

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

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

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

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

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

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

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



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

The 2012 S1M "CanAm Challenge" Regatta

"A Friendly Cross-Border Rivalry Continues"

Saturday Aug. 4 & Sunday Aug. 5, 2012

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

2012 CanAm Regatta Entry Form

Name: _____ AMYA/CRYA # _____ Club Name: _____

Address: _____

City: _____ State/Prov: _____ ZIP: _____ Phone: _____

email: _____

Registered Sail Number: _____ Actual Number on Main: _____

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

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

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

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

Website: www.commodoresinn.com

Total \$ _____

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

Signature: _____ Date: _____

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



Cranberry Caper Regatta

Notice of Race

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

When: October 5th 2012, early check-in, practice and no host supper TBA.

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

Where: Deception Pass State Park. Cranberry Lake, Whidbey Island, WA.
www.parks.wa.gov for maps and camping reservations.

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

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

4.Entry Form: available on line at www.arcsailors.org

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

phone enquires: 360 299 2900 email enquires: to julian@arcsailors.org

ENTRY FORM

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

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

Cranberry lake Deception Pass State Park Whidbey Island Wa

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

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

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

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

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

Enquiries may be e-mailed to julian@arcsailors.org Tel: 360 299 2900.

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

Name: _____ AMYA # _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email Address: _____

Sail # _____ Country: _____ Hull # _____

Hull Design: _____ Hull Builder: _____ Hull Color: _____

Channel: Primary _____ Secondary _____

Emergency Contact Name: _____ Emergency phone # _____

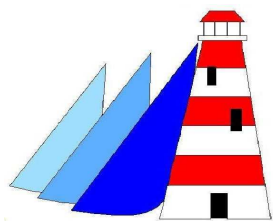
Will you be here on Friday? _____ if so, what time _____

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

Signature: _____ Date: _____

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

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



Notice of Race

2012 Canadian National Soling 1 Metre Class Championship

Lunenburg, Nova Scotia -September 7 - 9, 2012



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

Dates: Racing will occur on Saturday and Sunday, September 8th and 9th 2012.

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

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

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

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

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

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

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

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

2012 Canadian National Soling 1 Metre Class Championship Entry Form

Please complete and return this Entry Form to:

Fred Lindeijer

993 Hammonds Plains Road

Bedford, NS

B4B 1B2

(902) 835-1774

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

Name: _____

Address:

Email: _____

Fax / Phone: _____

Frequencies:

2.4 GHz _____

or (1st, 2nd and 3rd choices)

1) _____ 2) _____ 3) _____

CRYA/AMYA Member Number: _____ **Sail Number:** _____

Disclaimer:

I hereby agree to comply with the 'rules' as defined in the 2009-2012 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Terra Beata Cranberry Farm, the Halifax Area Model Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

Signature _____ (a signature is required to complete registration)

Date _____



CANADIAN RADIO YACHTING ASSOCIATION

MEMBERSHIP APPLICATION / Yacht Registration

Renewal _____

Date _____

New Member _____

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

Name: _____ (please print)

Postal Address: _____

City: _____ Prov: _____ Postal Code: _____

Telephone: (____) _____ **NEWSLETTER Delivery Options Check One**

Digital Colour Edition via Email _____

Black & White Paper Edition via Postal Mail _____

NB Email address is required for email delivery of Newsletter

E-Mail Address: _____

CRYA #: _____ 2nd Member Name _____

Club Name: _____ Club City _____

Annual Dues: \$ _____ \$15.00 (2nd thru nth member-same address \$7.50)

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

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

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

List New or Transferred Boats

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

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

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

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