

Summer 2015

Canadian Radio Yachting

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CRYA: Canada's Radio Control Sailing Authority

The CRYA is a delegate member of the International Radio Sailing Association and is Canada's National Organization responsible for all aspects of model yachting and radio sailing within Canada.

We are not a class association of the CYA.

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 membership fee is \$15 and there is a fee of \$5 per new or transferred boat. On registering one's boat, a unique hull or 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:

IOM from the Canadian National Championship Regatta held in British Columbia

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 odd 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 odd numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In odd 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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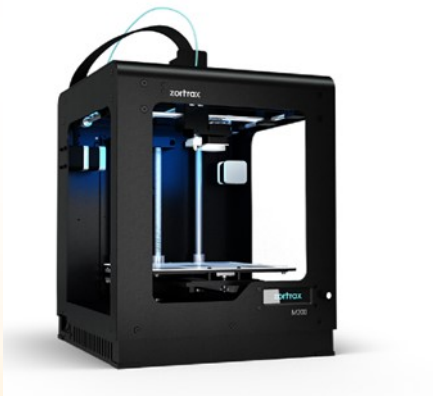
3D Printing for RC Yachts

By Kevin Goom

Introduction

3D printing is a process by which digital models can be turned into real-world 3-dimensional objects by laying down successive thin layers of material. There are various ways of printing such layers, but for the purposes of this article, I will only be discussing the affordable "hobby" equipment which is has now become readily available.

There are many printer models available, ranging in price from a few \$100's to a few \$1000's. My particular one is a Zortrax M200, which can be purchased for around \$2500 in Canada. Maximum print size is 200 x 200 x 185 mm.



Principle of Operation

A filament of thermoplastic material is fed into a heated nozzle, and extruded in semi-molten state. It then quickly cools and solidifies, sometimes aided by a fan.

The rate of extrusion is governed by a precision feed mechanism

The location of the print nozzle is controlled in 3 dimensions by stepper motors and lead screws. For my printer, the nozzle moves in the 2 horizontal directions (X

and Y), and the build platform moves vertically (Z direction). Precision of nozzle position is claimed to be 1.5 microns.

A layer of material is deposited by X-Y movement, then the build platform is lowered (by a minimum of 25 microns) to make successive layers.

Materials

Various materials are possible, but the common ones are PLA (Polylactic Acid) and ABS (Acrylonitrile Butadiene Styrene). Both have the characteristic of softening at moderate temperature (175-200°C for PLA and 225-230°C for ABS), and come in a variety of colours. PLA is a little harder and denser, but will soften at a lower temperature. Prices are typically in the \$20-\$40 per 0.8 kg, but you can make a lot of fittings from a kg of material.

Some printers have the capability of printing with either material, but most are restricted to one type only. Each type of material has its own particular properties, but for the purposes of making sailboat fittings, either type should be viable.

Modelling

Clearly a 3D digital model of the object needs to be developed first. Fortunately there are a number of free programs available for the hobbyist. I use 123D Design by Autodesk, but DesignSpark Mechanical and SketchUp are examples of others.

Using these programs does require some basic skills, and a fairly steep learning curve, so some "tech-savvy" is required. However, all programs are capable of saving and reading a common type of file (.stl extension), so "borrowing" files

created by others is quite straightforward. There is a huge number of such files available in the Internet, many free to download. However, the selection suitable for RC yacht use are very limited, but more are available for the scale boat modeller. Perhaps others have developed their own models which they are willing to share? If there is enough interest perhaps the CRYA could host a member-accessible database of designs.

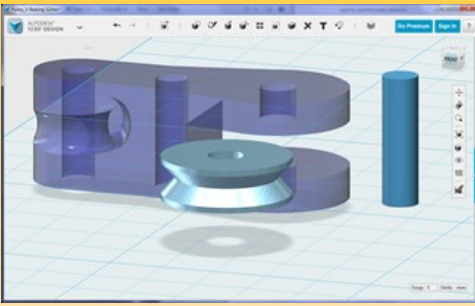
One interesting feature of 3D printing is the ability to specify the density of the fill of the object. Options are available all the way from a hollow shell to 100% solid fill. This facilitates the production of even lighter components where consideration of strength allows. Other useful features include the ease with which objects can be scaled in any or all 3 dimensions, and modified for a particular application. This is often a quicker and simpler technique than starting from scratch.

There are various means of transferring digital designs to printers. In my case, it involves saving the file to an SD card which is then plugged into the printer.

Designs

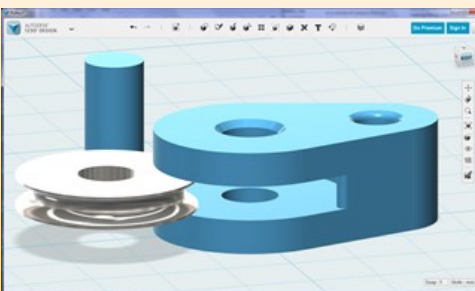
My first foray into developing and making fittings was to design blocks suitable for sheet rigging. Good commercial examples are available, but can be quite expensive, and are limited to generic designs.

After a number of iterations, I came up with the following design to suit my particular needs. Although it is possible to make them completely from ABS, I elected to use 12mm outside diameter ball-bearing V pulleys, which are readily and inexpensively (<\$0.50 each) available from eBay. An all ABS design is certainly possible, but I wonder about long term wear, and probably higher friction.



Overall dimensions are:
32mm x 13mm x 11mm
The mounting holes are for #4 sized screws. The end is cross drilled so that it can be held by rigging thread rather than by screws. Weight without the metal pulley is around 3g. Print time was about 15 minutes, but bear in mind that it does so without supervision, so you are free to do other things. For even greater efficiency, multiple parts can be printed in one session, and you can be assured that they will all be identical.

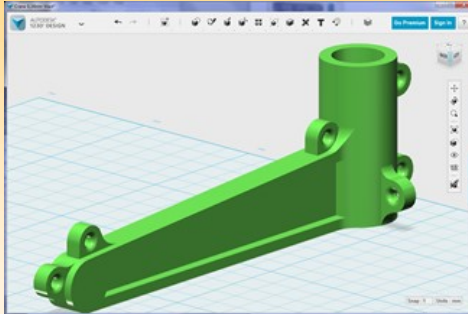
Here is another model with a single mounting hole.



Flushed with success, I turned my attentions to mast fittings, in particular the mast crane, spreaders and goose-neck.

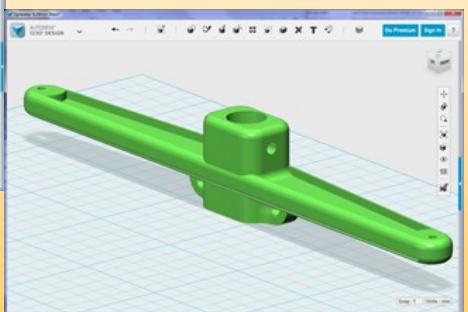
For the crane, the challenges

included the means of mounting to the mast head, making it strong enough without excessive weight, and the incorporation of all of the line attachment features (backstay, spreaders, topping lift, forestay and main sail up-haul.



My original intention was to mount it by inserting it inside the mast tube. I soon found that pultruded carbon tube is quite weak with regard to tensile hoop stress, and splits easily. This could be overcome by whipping with thread over the tip, but in the end I elected to have the crane fit over the mast.

The main challenge with the spreader was to find a suitable means of securing it to the mast. I chose to use grub screws, but was cautious about over-tightening so as not to crush the mast tube. Whether there will be enough friction to keep it from sliding down under shroud tension remains to be seen. If necessary it could be permanently glued or some other securing method devised. At some point I may try to redesign with a more aerodynamic cross-section. Certainly possible, but challenging to model.



The goose-neck required considerable thought in order to combine the rotational capability in the horizontal and vertical planes. Looking for inspiration at examples of how others make them, it surprised me to see the large variation in approached., most of which did not lend themselves to 3D printed ABS.

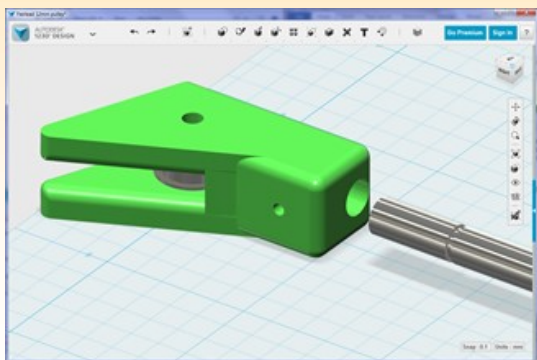


It did not seem to me practical to make the whole unit on the printer. I elected to make the central spindle from turned aluminum, drilled and tapped for the mast jack and spreader attachment, and inserted into the mast base which was whipped to prevent cracking.

I considered 3D printing a vang, but was concerned about strength, so made one from aluminum and steel wire. An identical item was used for the spreader tensioner.



My latest challenge has been to design a low friction below-deck fairlead guide. Building on my previous designs, I decided to use the 12mm V pulley, and aluminum where it made most sense. The aluminum rod was bored for the sheet, and has a machined recess which engages with a grub screw threaded into the ABS body. This permits the whole fitting to rotate to line up with the horizontal orientation of the line from the sail arm.



Bench tests are promising, but yet to be installed in a boat.

I trust that the above has helped to open up some of the possibilities of using 3D printing to make custom, lightweight and affordable (apart from the printer cost) parts to enhance the building of RC sailboats. There are many other candidates for 3D printed parts such as bowsies, servo mounts, battery boxes, servo arms and drums, sliding forestays etc.

Bear in mind that there are alternatives to buying your own printer. There are companies that will print your designs for you, and organisations (e.g. Makerspace) where you can rent time on their machines. Perhaps purchasing a printer as a shared club asset would make sense.

Ultimate performance and durability of my designs so far has

yet to be proven. Perhaps another article in the future after more experience has been gained.

My efforts have certainly provoked serious interest within the West Island Ship Modeller's Club. I would welcome feedback from CRYA members and Officers regarding interest and suggestions for using 3D printing to enhance our hobby. I can be reached at:

Kevin.goom@videotron.ca

Thanks

By Jim Goddard

As Lawrie mentioned in his President's Report, this will be my last issue as Editor of the CRYA Newsletter.

I have thoroughly enjoyed the experience, and I step aside hoping that people have enjoyed the newsletter as I have produced it. The reason for my decision are thoroughly selfish, I just want to cut down on the number of things I am doing so I can devote more time to sailing.

I have proposed to the members of the CRYA Executive and many agree that like the transition from paper to PDF it is time for an evolution in our newsletter. My proposal is to move to an email bulletin produced more frequently during the summer season and perhaps a yearly version in the current format produced at year end. That year end PDF could include more

building tips, plans and a summary of national Championships etc.

My regret as I step aside is that many of the regions and classes are poorly represented in the Newsletter because nobody submits material.

Two classes and racing reports tend to dominate the news. The IOM class on the West Coast and the Soling 1M in Eastern Canada. The EC-12 gets a mention mostly because I have one, but many others are out there.

Best wishes to the next editor, I hope you grow to enjoy this job as much as I have!



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Winter 2007



1 Canadian Radio Yachting

President's Report

By Lawrie Neish—CRYA President

We are indebted to Gary Bugden for copies of early newsletters. Members interested in the history of the CRYA should find these issues posted in the Canadian Radio Yachting archive on the website. Thank you Gary. If any member has in their possession an issue not included I would be very happy to arrange scanning of the issue if it is not already in electronic format.

While on the subject of Canadian Radio Yachting, our long time editor, Jim Goddard, has been wanting to resign for some time. You may have noticed Jim's appeal for anyone interested in previous issues. Jim has "pulled the trigger" and this will be his last issue. This association owes a great deal to Jim and he deserves our thanks for delivering our newsletter regularly over the years despite the tardiness of a few of us. Thank you Jim, one day I may make it over to the Atlantic to thank you personally

Some members have had their arms twisted by me in the hope of finding a new editor. I have had a few who bit, but on "sober second thought" backed out. So once again, please consider helping us out – your association needs you! My arm twisting, begging may be a better description, has also been has been a feature / fact of life and I suspect our Past President and some before suffered much the same problem. If we are to continue as a national organization it would be preferable that we have executive members from Ontario, Quebec and the Maritimes. So please think about it.

Yachtsman of the Year

I have had enquiries concerning "Yachtsman (person) of the Year". Unfortunately we

have not asked for nominations for some time. We would like to do so now and nominations should be in the secretary's hands by the end of October. The nomination should have a seconder and be accompanied by the reasons why.

Boat registrations.

Registrations continue to trickle in. The number of boats registered has recently passed 1800. Many of these are registered to "Inactive" members. The following represents the current status of the larger recognised classes.

Members owning EC 12s should take note that the class is getting close to the minimum (10 active members with registered boats) to retain its recognised status. I know of boats in the class owned and sailed by members but not registered. Perhaps the owners of these ghost boats should consider registering their boats and save the class from oblivion. It would take twenty owners with boats to regain recognition once lost.

Membership

At the end of July, our membership stands at over 180 active members. Regional membership levels are as follows. The total does not include USA

members or members whose membership expires in years after 2015.

| | |
|-----------|----|
| Maritimes | 13 |
| Quebec | 20 |
| Ontario | 91 |
| Prairies | 9 |
| West | 44 |

Financial Summary (at last statement)

The majority of our funds are held in Short Term Investments with the Bank of Montreal, Saltsping Island. These are in varying amounts and terms with additions being made since the annual report.

The balance in our chequing account is a little over \$1,000

There is slightly less than \$85 in our PayPal account.

Present policy is to transfer funds from chequing account to Short Term Investments which are available in \$1,000 units, when the balance exceeds \$1,000. PayPal funds to the chequing account the chequing in \$100 amounts.

Boat Registrations

| Class | Total | Active |
|----------|-------|--------|
| Soling | 393 | 112 |
| IOM | 295 | 132 |
| Victoria | 191 | 47 |
| Us One | 141 | 25 |
| EC12 | 89 | 13 |
| Mini 12 | 85 | 28 |

A Proposal to Members

By Lawrie Neish—CRYA President

As an Association we have a problem, pleasing as it may be, in that we are accumulating funds. At present we have no aim in mind as to what to do with this surplus.

Three years ago we were in the situation with rising costs of printing and postage etc. of moving into a deficit situation. We have been able to return to accumulating funds mainly due to moving our newsletter to our website for distribution and effecting other economies in our operation such as issuing Proof of membership and proof of boat registration to email. These savings have allowed us to provide insurance for members. Despite

the cost of insurance we now generate a surplus partially as a result of our increased membership.

During last year we introduced providing limited support to members attending international championships. To set a limit on the amount this is in the form of limiting the amount of assistance to the entry fee. One such grant was given this year. We still find our bank balance increasing.

I have, in several issues of our newsletter, asked for suggestions. There have been a few with some being difficult to apply in a uniform, or fair manner, nationwide within the limit of our annual income. Two however, I think could be possible and are in line with my personal interest of lowering the median age of our membership.

The suggestions are to provide aid to clubs which are actively encouraging, or are willing to do so, young people into our sport. Both involved providing boats in one form or another with one being specific. The specific suggestion involved the recent arrival of the Dragon Force variant of the RG65. I will not belabour the designs merits but as it requires minimal assembly, is complete, is economic and sails well it would fit the bill as an introduction to our sport. It might also be the basis of a junior regional or national event.

Proposals for such a program will be entertained. These would require conditions to be met and of course be approved by the executive. Please think about it.

Maritime Report

By Jim Goddard

I was hoping to get some input from other members for this report, as work has kept me away from sailing most of the summer. Lacking that I will forge on.

Our usual sailing location at Sullivan's pond has been taken over by weeds, but as I write this the situation may be clearing up. We have moved temporarily to sail at the Cranberry Bog in Lunenburg where the S1M Canadian Championships were held a few years ago.

We are regularly seeing 10 to 14 boats out on a Sunday with some great racing taking place. Results for every days racing are posted to our website and Facebook pages and tweeted on our Twitter feed. Feel free to follow online, I think we have an awesome online presence which we can take great pride in.

HAMYC Sailors place first and fifth at the CAnAm Challenge regatta held in Stowe, VT, while Canada falls just 10 points from beating the US for the first time.

Bob Boutillier place well at the Green Mountain regatta for Ec-12's in preparation for the Morgan Black Regatta to be held in Windsor, ON in September.

Looking ahead to a full fall schedule of racing here and away, check our website at www.hamyc.ca for all the details.



Light winds are typical of the pond in Stowe, VT.

We did have lot's of wind to sail, with the occasional light patch. Lot's of fun on and off the water.

Prairie Report

By Andrew Baak Prairie Director

The Prairie Region has had a great 2015 sailing season so far. The Calgary group has not had cancel many races due to weather and has seen a steady increase in people joining in. Two Calgary sailors attended the Canadian Nationals on Saltspring Island, one of them for the first time (see Marks report elsewhere in this newsletter).

This summer has seen the addition of three IOM's and a new sailor who is currently using a loner boat. That puts the Calgary area at around 20-23 IOM's, if they could just

all come out at the same time that would be great. There has also been some activity with 2 Canterbury J's as well as a new Dragon force, purchased and sailing 45 min east of Calgary in the town of Strathmore. Two of these new sailors found us by surfing the internet on either the CRYA site or the CMSA facebook page.

Planning is in full swing for our September ranking event on September 18-20, and at time of me writing this we have 8 participants registered.

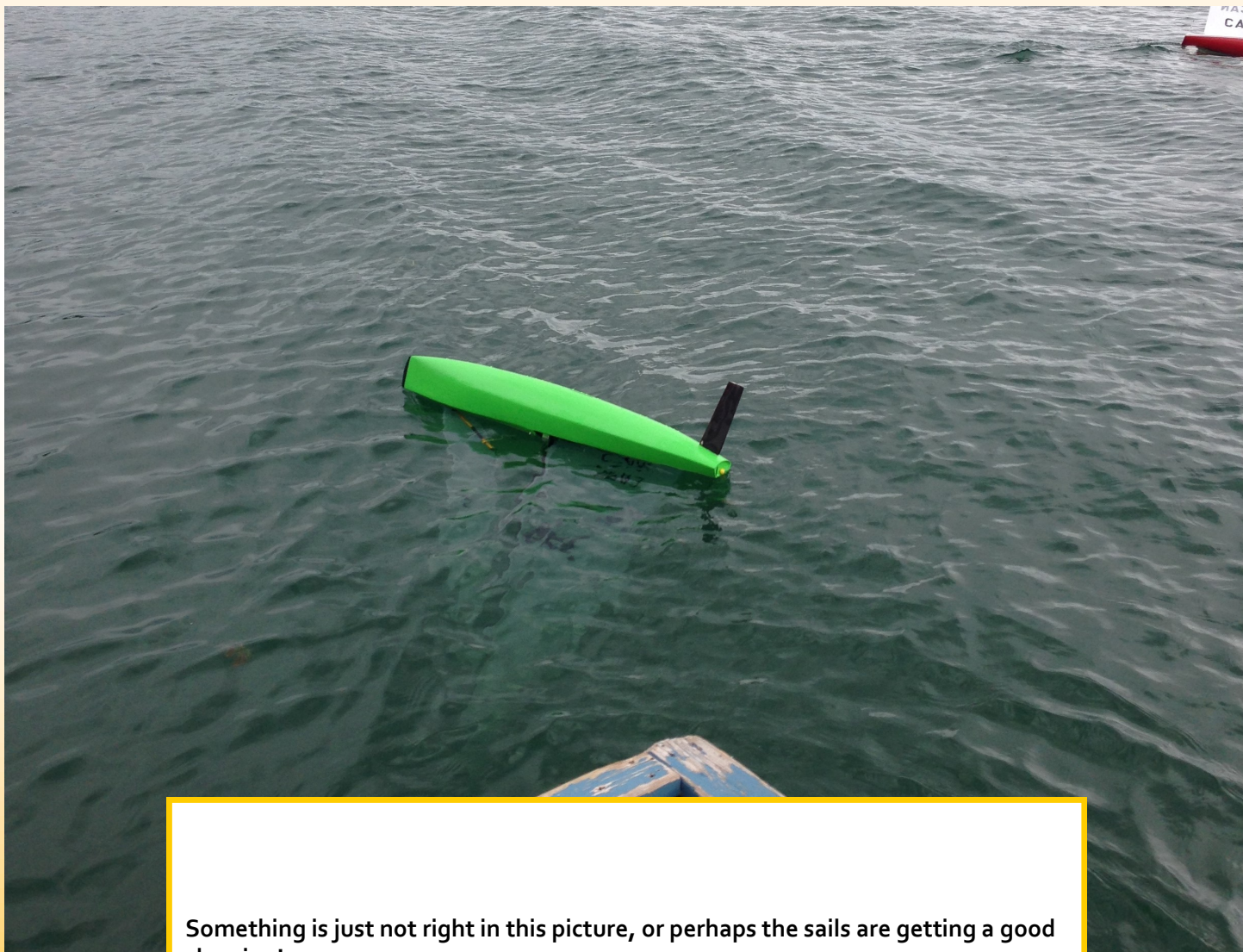
[http://www.glenmoresailingclub.com/event-](http://www.glenmoresailingclub.com/event-1797108?CalendarViewType=1&SelectedDate=9/26/2015)

1797108?CalendarViewType=1&SelectedDate=9/26/2015

The Calgary Summer PBC (peanut butter cup) race series has been going strong, with three days of racing all with good turnouts and lots of close racing.

As always if you are from any area in the prairie region or know of some RC sailing enthusiasts in Alberta, or if you plan on visiting or even moving to Alberta please contact me through my email on the CRYA web site or look up the Calgary group at <https://www.facebook.com/CalgaryModelSailingAssociation>.

Have a safe summer



Something is just not right in this picture, or perhaps the sails are getting a good cleaning!



More pictures from the Prairie Region, above we can see what was missing from the previous page. Let's hope the fin was recovered and the sailing was not affected too much.



Technical Report

By John Ball –Technical Director

More on 'Room to Tack' in the zone of the Weather Mark

Look at these two diagrams. The situations are similar and allow us to look at one of the lesser understood parts of the definition of Mark Room.

Definition of Mark Room

*Mark-Room - Room for a boat to leave a mark on the required side. Also,
(a) room to sail to the mark when her proper course is to sail close to it, and
(b) room to round the mark as necessary to sail the course.*

However, mark-room for a boat does not include room to tack unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack.

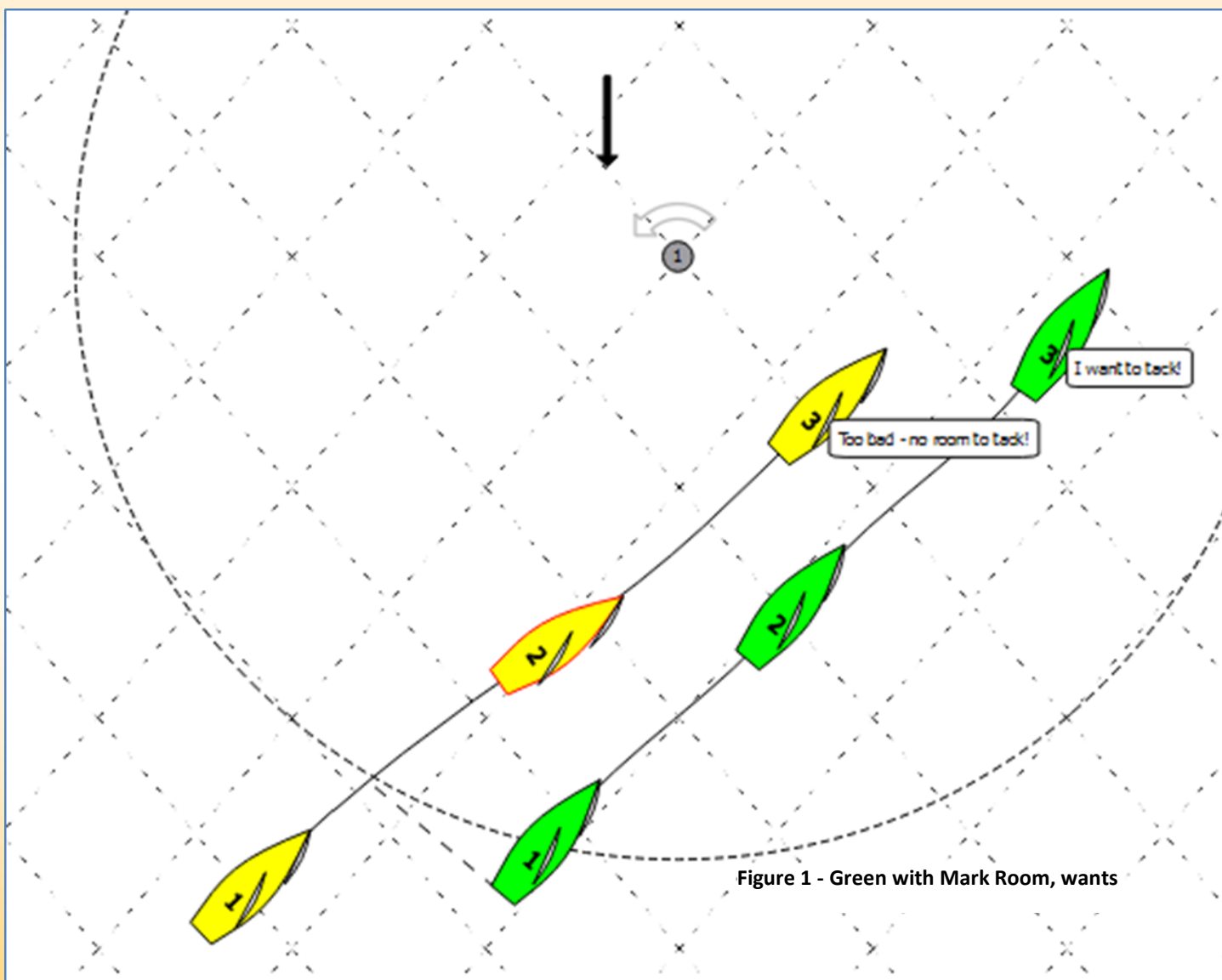


Figure 1 - Green with Mark Room, wants

In Figure 1, Green was clear ahead at the zone and is entitled to Mark Room. At the starboard lay line, Green wants to tack to round the mark and asks Yellow for room to tack. Yellow tells Green to 'Get lost'. If Green were to tack, she would break R 13 by tacking too close to Yellow. Note that Green does not fit the definition above as she is to leeward of Yellow and so she does not have the right to tack.

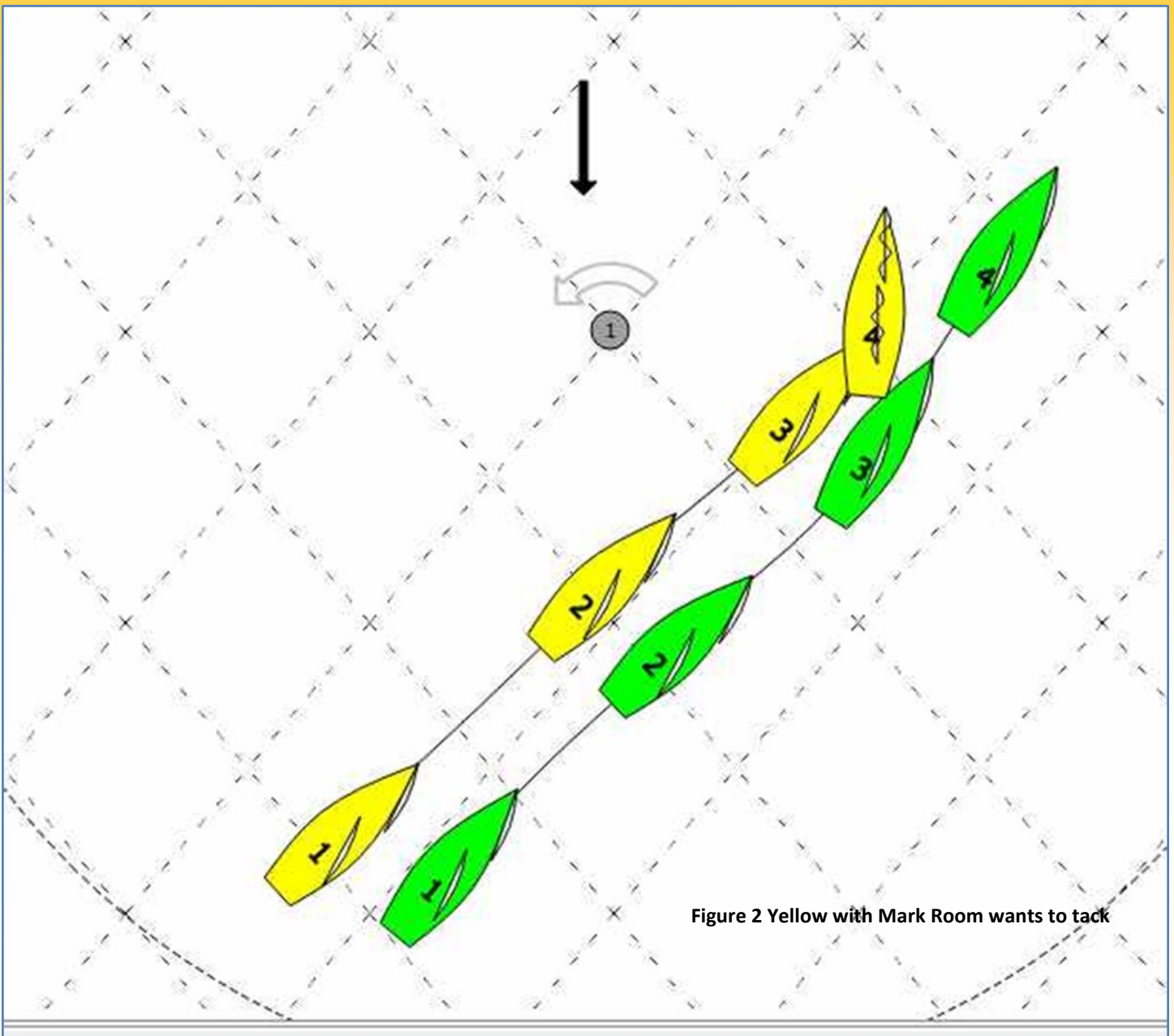


Figure 2 Yellow with Mark Room wants to tack

Figure 2 Yellow with Mark Room wants to tack

Now look at Figure 2. In this diagram, Yellow and Green were overlapped when the first one reached the zone, and so this time, Yellow as inside overlapped boat, is entitled to Mark Room under R 18.2.b. If you read the definition of Mark Room above, the final sentence (underlined) describes the situation in Figure 2, and Yellow as overlapped inside weather boat, with Mark Room is entitled to room to make her tack.

The definition (underlined) says that mark room includes room for Yellow to tack at about P4. Remember that as a boat turns, its stern moves the opposite way. So Yellow could hit Green as she starts to tack. So the definition of Mark Room says that Green must give Yellow enough room to tack - as long as Yellow will be able to fetch the mark after the tack.

2015 Soling 1Meter “CanAm Challenge” Regatta—Stowe, VT

by Charlie Berry, Stowe Yacht Club

The 7th Annual CanAm Challenge Regatta for Soling 1M's was held in Stowe, VT on August 1st & 2nd. The event drew a record 32 entries this year, 17 from the USA and 15 from Canada. 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 Letwinski, set us up with windward/leeward/windward race courses. We had moderate SW winds for Saturday and the RC ran 20 heats (10 races), allowing for 2 throw-outs. At the end of the day, Jim Goddard (19 pts) held a slight lead over Bruce Nourjian and Clark Abbott, each with 22 points. George Townsend (26) and Boots Boutilier (30) rounded out the top 5 skippers. In team scoring, the USA held a 17 point lead over Canada. That evening, the Commodores Inn held a great buffet dinner for the sailors & guests and there was lots of talk about “it's going to be different tomorrow”.

Fortunately, the weather was not different on Sunday. It was another day of nice weather with moderate SW breezes. The RC ran 6 races before we finished up for lunch & awards. Jim Goddard held his lead, with Bruce Nourjian finishing 2nd and Stowe 2nd-year skipper Clark Abbott finishing a solid 3rd for the overall regatta.

The Team Award once again went to the USA group but the

point gap is narrowing each year. Team USA had 164 points; Team Canada 174. This 10-point margin is the closest by far in the history of the event. And the chant from Team Canada: “Wait ‘til next year”. 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!

The Canadian Story:

This regatta has grown every year and thanks have to go to the team in Stowe. Outside of Nova Scotia I can't think of a group who are more welcoming and competitive. Special thanks to the staff at the Commodores Inn and our hosts Bruce and Carrie

Nourjian.

As Charlie says in his recap, this year was the closest result in the history of the event. We had a solid shot at winning and it would be unfair to single out Gary as the sole reason we lost. We sailed as a team and we accept the results as a team.

If you have a Soling 1M and want to sail for Team Canada next year, the regatta is normally held on the first weekend in August.

Honestly it is a great event, the sailing conditions are challenging and the company is great.

I think 2016 is going to be our year!

2014 S1M CanAm Challenge: Top 10 16 Races (32 Heats); 3 Throw Outs

| Place | Skipper | Club | Points |
|-------|-----------------|-------------------------------|--------|
| 1 | Jim Goddard | Halifax Area Model Yacht Club | 26 |
| 2 | Bruce Nourjian | Stowe Yacht Club | 30 |
| 3 | Clark Abbott | Stowe Yacht Club | 39 |
| 4 | Jack Ward | Punta Gorda, FL | 50 |
| 5 | Bob Boutilier | Halifax Area Model Yacht Club | 50 |
| 6 | Bill Croft | Kanata, ON | 51 |
| 7 | Paul Switzer | Kingston Yacht Club | 58 |
| 8 | George Townsend | Stowe Yacht Club | 59 |
| 9 | Fred Goebel | Newtown, CT | 61 |
| 10 | Tim Peat | Bobcaygeon, ON | 64 |



The top five finishers at the CanAm regatta received these handsome tote bags
L-R Bob Boutilier, Jim Goddard, Bruce Nourjian, Clark Abbott and Jack Ward

Below—Team Canada Results

| Sail # | TEAM | NAME | CO | Race Number | | |
|--------|------|------------------|-----|-------------|-----|----|
| | | | | TO | F | PL |
| 21 | CAN | RUSI, BEN | 54 | 12 | 18A | 18 |
| 33 | | LOWTHER, JOHN | 53 | 14 | 91 | 16 |
| 46 | | WELCH, GRAEME | 97 | 15 | 1A | 28 |
| 64 | | CROFT, BILL | 32 | 8 | 51 | 6 |
| 69 | | SWITZER, PAUL | 36 | 11 | 58 | 7 |
| 71 | | MCDERMID, DON | 79 | 14 | 110 | 22 |
| 150 | | LANGLOIS, ROBERT | 106 | 13 | 165 | 20 |
| 151 | | CONABREE, BEN | 119 | 17 | 196 | 32 |
| 170 | | PEAT, TIM | 35 | 17 | 200 | 10 |
| 173 | | MCKINNEY, JOHN | 41 | 11 | 73 | 11 |
| 202 | | LOVITT, VICTOR | 66 | 15 | 123 | 24 |
| 213 | | BUGDEN, GARY | 59 | 10 | 88 | 15 |
| 247 | | CLAY, JOHN | 79 | 15 | 140 | 26 |
| 544 | | GODDARD, JIM | 113 | 5 | 265 | 1 |
| 757 | | BOOTS | 30 | 10 | 50 | 5 |
| 3 | USA | NOURJIAN, BRUCE | 21 | | | |

Hudson Soling Class Regatta—July 19-15



The report on the Hudson Regatta held July 19-15 at the Hudson Yacht Club never arrived so I am improvising.

The weather was great, everyone had a great time and the awards for the top three finishers went to two balding guys and a very happy looking fellow in the middle. Top Right Picture L-R Paul Switzer, Bill Croft and John Lowther.

There is a notice of race in this newsletter for the Labour Day event in Hudson, check it out.

Soling One Metre Canadian Championship

June 13-14, 2015 Kingston Ontario

Congratulations go to Paul Switzer of Kingston, Ontario, the 2015 Canadian Soling One Meter Champion. Paul was sailing the same boat he has used in the last 11 Canadian Championships with a new suit of sails made by Bob 'Boots' Boutilier. Properly maintained and as a one design class, Solings can have a long racing life. The runner up was Bill Croft of Ottawa, Ontario and third was Tim Peat, of Bobcaygeon, Ontario. Complete race results are available on the [Kingston Yacht Club website](#).

The regatta was held at the beautiful Kingston Yacht Club, June 13/14 and thanks must go to Regatta Chairman, John Lowther, and Race Director Ross Cameron and their team of KYC members for hosting a fine event and to the KYC staff who provided lunches and hospitality in the clubhouse

and bottled water at the sailing site.

After a rainy Friday, which discouraged sailors from practice sailing, Saturday dawned sunny and warm with the normal Kingston steady southwest breeze and accompanying waves. The fleet of 20 boats soon picked up on the lift along the breakwater shore and the barely noticeable current near the windward mark. Seven (two heat) races were completed on Saturday before racing was suspended for the day.

Sunday morning the southwest flow was gone and a light east wind was gradually filling in as the skippers meeting was conducted. After a delay to allow the wind to build, one race was completed in calm conditions before the lunch break. The hope was that during lunch the normal Kingston thermal

would build with the sun heating the land and bringing the cold air in from Lake Ontario with its

southwest flow, the normal weather pattern for Kingston. This did not happen, the wind disappeared completely, and the regatta was ended early afternoon with 8 races completed. Kingston Yacht Club Commodore Rosemary Wilson made the prize presentations and confirmed the club's support for its radio controlled fleets.

Thank you to all competitors, especially those who travelled long distances, eight from Nova Scotia, two from Massachusetts, one from Michigan, one from Quebec and the remainder from various locations across Ontario. This mix of skills and experience made the sailing interesting and challenging. Many of the sailors have competed in this regatta before in other locations so friendships and rivalries were renewed for next year.

Sailed: 8, Discards: 2, To count: 6, Entries: 20, Scoring system: Appendix A

| Rank | Skipper | Nat | Sail No. | Yacht Club | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | Total | Nett |
|------|-------------------------|-----|----------|------------------|------------|--------|------------|------------|----------|-----------|------------|--------|-------|-------|
| 1st | Paul Switzer | CAN | 69 | Kingston, ON | 1.0 Seed | 1.0 | 1.0 | 1.0 | (3.0) | (3.0) | 1.0 | 1.0 | 12.0 | 6.0 |
| 2nd | Bill Croft | CAN | 64 | Ottawa, ON | 4.0 Seed | 2.0 | (6.0) | 2.0 | 1.0 | 2.0 | (6.0) | 6.0 | 29.0 | 17.0 |
| 3rd | Tim Peat | CAN | 916 | Bobcaygeon, ON | (9.0 Seed) | 3.0 | 3.0 | (7.0) | 4.0 | 1.0 | 4.0 | 3.0 | 34.0 | 18.0 |
| 4th | Jeff Fullerton | CAN | 109 | Toronto, ON | 3.0 Seed | (12.0) | 8.0 | 4.0 | 2.0 | 5.0 | 3.0 | (9.0) | 46.0 | 25.0 |
| 5th | Bob Boutilier | CAN | 757 | Bedford, NS | 3.0 Seed | 5.0 | (7.0) | (6.0) | 5.0 | 4.0 | 5.0 | 4.0 | 39.0 | 26.0 |
| 6th | Herb Dreher | USA | 734 | Natick, MASS | 6.0 Seed | (14.0) | 5.0 | 3.0 | 6.0 | (10.0) | 2.0 | 10.0 | 56.0 | 32.0 |
| 7th | Ben Rusi | CAN | 21 | Lunenburg, NS | 8.0 Seed | (15.0) | 4.0 | 8.0 | (11.0) | 6.0 | 7.0 | 2.0 | 61.0 | 35.0 |
| 8th | Jim Goddard | CAN | 544 | Dartmouth, NS | 1.0 Seed | 4.0 | 2.0 | 11.0 | 8.0 | 13.0 RETa | (16.0) | (15.0) | 70.0 | 39.0 |
| 9th | Michael Kennedy | CAN | 110 | Halifax, NS | 2.0 Seed | 8.0 | 12.0 | (18.0) | (14.0) | 7.0 | 8.0 | 8.0 | 77.0 | 45.0 |
| 10th | Jim Linville | USA | 90 | Hull, MASS | 5.0 Seed | 6.0 | 11.0 | 5.0 | 7.0 | 13.0 DNFa | (14.0) | (16.0) | 77.0 | 47.0 |
| 11th | Warren Tobey | CAN | 887 | Halifax, NS | 2.0 Seed | 7.0 | 9.0 | (14.0) | 9.0 | 13.0 | 13.0 | (19.0) | 86.0 | 53.0 |
| 12th | Gary Bugden | CAN | 213 | Bedford, NS | 4.0 Seed | 9.0 | (16.0) | (15.0) | 13.0 | 8.0 | 10.0 | 13.0 | 88.0 | 57.0 |
| 13th | John McKinney | CAN | 173 | Woodstock, ON | 6.0 Seed | 10.0 | 10.0 | (16.0) | 12.0 | 16.0 | (17.0) | 5.0 | 92.0 | 59.0 |
| 14th | Victor Lovitt | CAN | 202 | Chester, NS | 7.0 Seed | 11.0 | 13.0 | (17.0) | (16.0) | 14.0 | 9.0 | 7.0 | 94.0 | 61.0 |
| 15th | Mike Vanover | USA | 24 | Fort Gratoit, MI | 7.0 Seed | (17.0) | (21.0 DNF) | 13.0 | 10.0 | 9.0 | 15.0 | 11.0 | 103.0 | 65.0 |
| 16th | David Balsdon | CAN | 339 | Chatham, ON | 5.0 Seed | 13.0 | (18.0) | 10.0 | (15.0) | 15.0 | 11.0 | 14.0 | 101.0 | 68.0 |
| 17th | Tony Daicar | CAN | 40 | Kingston, ON | 8.0 Seed | 16.0 | 15.0 | 9.0 | (17.0) | (19.0) | 12.0 | 17.0 | 113.0 | 77.0 |
| 18th | Peter Neal | CAN | 83 | Lunenburg, NS | 9.0 Seed | 18.0 | 14.0 | 12.0 | (19.0) | 18.0 | (21.0 DNS) | 12.0 | 123.0 | 83.0 |
| 19th | Graeme Welch | CAN | 46 | Montreal, QC | 11.0 Seed | (19.0) | 17.0 | (19.0) | 18.0 | 17.0 | 18.0 | 18.0 | 137.0 | 99.0 |
| 20th | Michael Nicoll-Griffith | CAN | 111 | Kingston, ON | 10.0 Seed | 20.0 | (21.0 DNS) | (21.0 DNS) | 21.0 DNS | 21.0 DNS | 21.0 DNS | 20.0 | 155.0 | 113.0 |

My First IOM Canadian National Championship

By Mark Verry—IOM 229

My first impression of the Salt Spring Nationals was standing at the docks Thursday afternoon clutching my boat tightly and looking at the speed and sailing skills of everyone on the water! My thoughts were then "What the hell am I doing here!" A wave of panic washed over me (no pun intended!) and I was trying to remember when the next ferry was due to leave the island!

I was with Andrew Baak so I realized there was no way I could take off! So I found myself Friday morning getting ready for the first race and repeating under my breath "start on starboard, and don't do anything stupid!"

I managed a reasonable start on starboard and had to quickly tack to port a few seconds later with everyone else. I found myself sailing in the middle of the fast

accelerating bunch of boats and for a moment thought I can do this! My glorious feeling came and quickly evaporated coming to the first mark. Everyone except one passed me as though I was standing still! Yes, I heard Andrew's golden rule echoing around my memory bank "keep your speed up and don't pinch!" This is just a sample of many sailing techniques that were lying seemingly dormant in my mind!

As the races progressed I knew I was going through a huge learning curve, and at times even surprised myself for brief moments of time with some signs of improvements. I have to thank everyone there who gave me encouragement and help with trimming my boat and sailing strategy. Also to remind me to have fun and laugh a lot. A famous example of this was when Lawrie

called for a "black flag start" and winked at me whispering "I've been wanting to do this for a long time!"

When I now reflect on this wonderfully run event many thoughts go through my mind: The amazing learning curve technically and theoretically I went through. Meeting and making new friends and the pure joy of a sailing competition. Lastly, the many awesome people who sacrificed their time and effort to create four unforgettable days.

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by John Ball

The regatta was held at the traditional West Coast location - the front dock of the Salt Spring Island Sailing Club, and thanks must go to the SISC for hosting the event and to the members who assisted with logistics, such as running the mark boat, and setting the weed nets (this is salt water tidal). Thanks also to the ladies who provided the lunches and cleanup, especially Aileen Neish and grand-daughter in law Tara for the food (lunches, salads, fruit bowl, buttered bread, etc.) and to Roger Kibble for his (whisky marinated) poached salmon BBQ. Calling the lines was CRYA President Lawrie Neish. Barry Fox and

The normal wind conditions for Salt Spring is left to right along the dock in the mornings, becoming right to left when the thermal builds – but not this year. In spite of sunny warm conditions, the thermal was fitful and much of the regatta was sailing in light, shifty winds, with alternate races frequently starting in opposite directions – and some heats saw 180 degree wind shifts, accompanied by dead spots in the convergence zone. Then the wind moved into the north, blowing onto the dock and the challenge was to set a useable starting line and weather leg. Only on Saturday afternoon and early Sunday morning did we have the great Salt Spring winds which pushed the fleet to the top of No.1 rigs – but never got to No. 2 rig conditions. Twenty (two heat) races were completed, allowing three drops.

Thank you to all the competitors, especially those who travelled, three from CA, ten from WA, two from Calgary, AB, and two from Vancouver, and to all the local sailors – you make the regatta by coming to race with us.

| Position | Skipper | Sail # | City | Hull Design | Score | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|----------|-----------------|--------|-----------------------|-------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | Graham Herbert | 31 | Hornby Island, BC | PDQ | 59.0 | 3.0 | 4.0 | 2.0 | 3.0 | 5.0 | 1.0 | 2.0 | 1.0 | 4.0 | 2.0 | 6.0 | 1.0 | 3.0 | 10.0 | 16.0 | 16.0 | 9.0 | 3.0 | 8.0 | 2.0 |
| 2 | Gary Boell | 71 | Richmond, CA | Chelnz | 66.0 | 2.0 | 8.0 | 3.0 | 2.0 | 1.0 | 9.0 | 16.0 | 2.0 | 7.0 | 3.0 | 11.0 | 8.0 | 9.0 | 2.0 | 1.0 | 2.0 | 1.0 | 9.0 | 3.0 | 3.0 |
| 3 | Kelly Martin | 77 | Bellingham, WA | V8 | 68.0 | 1.0 | 2.0 | 1.0 | 1.0 | 2.0 | 5.0 | 1.0 | 15.0 | 24.0 | 12.0 | 4.0 | 9.0 | 2.0 | 6.0 | 3.0 | 1.0 | 11.0 | 2.0 | 12.0 | 5.0 |
| 4 | Mark Gollison | 55 | Long Beach, CA | V9 | 86.0 | 1.0 | 9.0 | 7.0 | 7.0 | 7.0 | 4.0 | 8.0 | 8.0 | 1.0 | 6.0 | 1.0 | 3.0 | 1.0 | 4.0 | 6.0 | 15.0 | 16.0 | 12.0 | 1.0 | 15.0 |
| 5 | Petar Stevens | 54 | Saanich, BC | V9 | 105.0 | 7.0 | 13.0 | 24.0 | 5.0 | 6.0 | 13.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 5.0 | 4.0 | 9.0 | 15.0 | 9.0 | 12.0 | 1.0 | 9.0 | 7.0 |
| 6 | Martin Herbert | 34 | Saltspring Island, BC | Calypso | 122.0 | 6.0 | 1.0 | 4.0 | 19.0 | 10.0 | 8.0 | 12.0 | 10.0 | 8.0 | 14.0 | 7.0 | 6.0 | 6.0 | 5.0 | 10.0 | 4.0 | 13.0 | 13.0 | 4.0 | 8.0 |
| 7 | Joe D'Amico | 86 | Sequim, WA | BritPopl | 138.0 | 5.0 | 10.0 | 11.0 | 4.0 | 19.0 | 20.0 | 17.0 | 16.0 | 12.0 | 7.0 | 12.0 | 2.0 | 8.0 | 1.0 | 7.0 | 10.0 | 2.0 | 4.0 | 15.0 | 12.0 |
| 8 | Jerry Brower | 42 | Lake Stevens, WA | Fraktal | 139.0 | 9.0 | 21.0 | 20.0 | 10.0 | 4.0 | 2.0 | 18.0 | 23.0 | 19.0 | 19.0 | 2.0 | 13.0 | 5.0 | 3.0 | 5.0 | 3.0 | 7.0 | 7.0 | 2.0 | 11.0 |
| 9 | Larry Stiles | 64 | Sedro Woolley, WA | Chelnz | 148.0 | 4.0 | 6.0 | 15.0 | 16.0 | 11.0 | 6.0 | 3.0 | 11.0 | 5.0 | 5.0 | 10.0 | 14.0 | 24.0 | 24.0 | 13.0 | 7.0 | 3.0 | 5.0 | 16.0 | 14.0 |
| 10 | John Ball | 7 | Parksville, BC | V8 | 152.0 | 11.0 | 20.0 | 12.0 | 9.0 | 3.0 | 12.0 | 10.0 | 7.0 | 13.0 | 9.0 | 9.0 | 10.0 | 13.0 | 14.0 | 2.0 | 5.0 | 4.0 | 10.0 | 13.0 | 19.0 |
| 11 | Steve Kibble | 3 | Victoria, BC | Pop Eye | 178.0 | 4.0 | 11.0 | 14.0 | 17.0 | 20.0 | 11.0 | 5.0 | 9.0 | 6.0 | 10.0 | 14.0 | 26.0 | 26.0 | 11.0 | 14.0 | 23.0 | 6.0 | 15.0 | 7.0 | 4.0 |
| 12 | Bob Lewis | 27 | Vancouver, BC | BritPopl | 182.0 | 2.0 | 14.0 | 18.0 | 8.0 | 9.0 | 18.0 | 19.0 | 3.0 | 18.0 | 16.0 | 5.0 | 16.0 | 21.0 | 7.0 | 8.0 | 6.0 | 14.0 | 22.0 | 20.0 | 1.0 |
| 13 | Steve Young | 73 | Tacoma, WA | Chelnz | 190.0 | 3.0 | 5.0 | 9.0 | 12.0 | 12.0 | 16.0 | 21.0 | 26.0 | 20.0 | 24.0 | 21.0 | 23.0 | 10.0 | 13.0 | 4.0 | 8.0 | 8.0 | 11.0 | 11.0 | 6.0 |
| 14 | Bob Wells | 17 | Merced Island, WA | Kantun 5 | 198.0 | 8.0 | 3.0 | 13.0 | 22.0 | 23.0 | 24.0 | 6.0 | 17.0 | 17.0 | 1.0 | 8.0 | 4.0 | 11.0 | 8.0 | 12.0 | 11.0 | 18.0 | 18.0 | 21.0 | 24.0 |
| 15 | Al Finley | 74 | Brentwood, CA | Chelnz | 217.0 | 9.0 | 26.0 | 27.0 | 21.0 | 17.0 | 14.0 | 22.0 | 14.0 | 2.0 | 8.0 | 13.0 | 11.0 | 7.0 | 15.0 | 11.0 | 13.0 | 17.0 | 20.0 | 6.0 | 19.0 |
| 16 | Stan Schoefield | 94 | Nanaimo, BC | Zoom | 228.0 | 12.0 | 12.0 | 10.0 | 6.0 | 15.0 | 7.0 | 7.0 | 18.0 | 16.0 | 26.0 | 25.0 | 18.0 | 28.0 | 27.0 | 24.0 | 20.0 | 10.0 | 8.0 | 10.0 | 10.0 |
| 17 | David Cook | 76 | Victoria, BC | V8 | 233.0 | 11.0 | 19.0 | 5.0 | 13.0 | 22.0 | 3.0 | 14.0 | 27.0 | 9.0 | 17.0 | 15.0 | 7.0 | 18.0 | 22.0 | 17.0 | 22.0 | 5.0 | 17.0 | 19.0 | 26.0 |
| 18 | Bill Langjahr | 88 | Anacortes, WA | Chelnz | 243.0 | 5.0 | 7.0 | 8.0 | 11.0 | 16.0 | 21.0 | 11.0 | 13.0 | 25.0 | 22.0 | 22.0 | 12.0 | 16.0 | 26.0 | 9.0 | 14.0 | 22.0 | 14.0 | 25.0 | 20.0 |
| 19 | Andrew Baak | 65 | Calgary, AB | Cockatoo2 | 273.0 | 10.0 | 22.0 | 22.0 | 27.0 | 19.0 | 23.0 | 9.0 | 6.0 | 11.0 | 11.0 | 18.0 | 21.0 | 15.0 | 16.0 | 18.0 | 18.0 | 21.0 | 27.0 | 17.0 | 19.0 |
| 20 | Dale Chase | 37 | Hornby Island, BC | Calypso | 278.0 | 8.0 | 25.0 | 6.0 | 14.0 | 21.0 | 15.0 | 24.0 | 20.0 | 22.0 | 20.0 | 17.0 | 22.0 | 17.0 | 19.0 | 21.0 | 24.0 | 19.0 | 16.0 | 5.0 | 16.0 |
| 21 | Scott McConnell | 21 | Lynnwood, WA | Kantun 5 | 279.0 | 10.0 | 18.0 | 17.0 | 19.0 | 24.0 | 26.0 | 27.0 | 5.0 | 10.0 | 13.0 | 20.0 | 19.0 | 27.0 | 21.0 | 22.0 | 19.0 | 20.0 | 6.0 | 14.0 | 22.0 |
| 22 | Nigel Ashman | 28 | North Vancouver, BC | Vancouver | 298.0 | 16.0 | 31.0 | 31.0 | 23.0 | 8.0 | 10.0 | 13.0 | 21.0 | 21.0 | 28.0 | 19.0 | 15.0 | 22.0 | 25.0 | 20.0 | 12.0 | 15.0 | 21.0 | 24.0 | 13.0 |
| 23 | Mark Wallace | 92 | Saltspring Island, BC | Zoom | 330.0 | 13.0 | 24.0 | 21.0 | 20.0 | 13.0 | 29.0 | 23.0 | 24.0 | 26.0 | 19.0 | 29.0 | 27.0 | 14.0 | 17.0 | 25.0 | 17.0 | 23.0 | 19.0 | 23.0 | 9.0 |
| 24 | David Jensen | 68 | Bellevue, WA | Pikanto | 338.0 | 7.0 | 17.0 | 26.0 | 28.0 | 27.0 | 25.0 | 29.0 | 12.0 | 15.0 | 21.0 | 27.0 | 17.0 | 19.0 | 23.0 | 19.0 | 21.0 | 25.0 | 23.0 | 18.0 | 23.0 |
| 25 | Roger Kibble | 168 | Saltspring Island, BC | IKON | 353.0 | 12.0 | 27.0 | 16.0 | 15.0 | 14.0 | 28.0 | 18.0 | 19.0 | 28.0 | 26.0 | 24.0 | 20.0 | 20.0 | 20.0 | 23.0 | 25.0 | 24.0 | 25.0 | 22.0 | 21.0 |
| 26 | Adrian Harrison | 23 | Victoria, BC | BritPopl | 371.0 | 14.0 | 15.0 | 19.0 | 24.0 | 28.0 | 17.0 | 15.0 | 28.0 | 27.0 | 23.0 | 16.0 | 28.0 | 12.0 | 12.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 |
| 27 | Vic Childs | 198 | Anacortes, WA | Wldget | 371.0 | 6.0 | 16.0 | 25.0 | 25.0 | 26.0 | 19.0 | 25.0 | 25.0 | 23.0 | 15.0 | 23.0 | 25.0 | 23.0 | 18.0 | 27.0 | 27.0 | 26.0 | 24.0 | 31.0 | 31.0 |
| 28 | Ole Anderson | 281 | Saltspring Island, BC | Zoom | 412.0 | 13.0 | 23.0 | 23.0 | 26.0 | 25.0 | 22.0 | 20.0 | 22.0 | 14.0 | 27.0 | 26.0 | 24.0 | 25.0 | 29.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 |
| 29 | Mark Verrey | 29 | Calgary, AB | Wldget | 466.0 | 15.0 | 28.0 | 28.0 | 29.0 | 29.0 | 27.0 | 26.0 | 29.0 | 29.0 | 29.0 | 28.0 | 29.0 | 29.0 | 28.0 | 26.0 | 26.0 | 31.0 | 31.0 | 31.0 | 31.0 |
| 30 | Bob Copley | 20 | Port Alberni, BC | Ska | 510.0 | 14.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 |



Above: Regatta winner Graham Hebert with his beautiful wooden IOM

Below: Cake—Note to Soling 1M organizers, why do we never have cake?



International One Metre Dragon One Design

By Harvey Ducourneau heyhar2014@yahoo.ca



The International Dragon held the Olympic three man keel boat position from 1948 to 1972. Originally the Dragon was designed as a "skerry" cruiser complete with pipe cots in a rudimentary cabin but was first raced as a class on the waters of the Clyde. Coincidentally the full sized Soling saw its first racing fleet there as well. Today the full size Dragon is experiencing growth due to the introduction of composite manufacturing and modernisation of the class.

Harvey Ducourneau, CRYA member, is a former builder of Albacore and International 420 dinghies and many other boats. Originally from Ottawa now resides in Montreal and is a member of the West Island Ship Modellers Club, Harvey has converted his skills to designing and producing composite model boats and has designed a one metre model of the International Dragon.

Design criteria of the 1 Metre Dragon:

This one metre Dragon is based on the original drawings of Johan Anker. However, the hull, keel, rudder and sail area were modified to accommodate the scaling criteria needed for a boat of this size to sail well. However, the aim was to keep the boat as close to scale as possible. Size and weight were also considered in the design for transporting and launching. It was important that it should be easy to handle, transport and store. With the weedy water surrounding the Island of Montreal and many other urban locations in Canada, a full keel boat is more suited than fin keel boats in shedding the weeds.

Like most clubs today experiencing an aging membership and new comers who are not interested in building boats, many prefer a ready to sail boat.

The Dragon is available in three different kit options that will accommodate the scratch, novice builder and the RTS groups. It is a great option for any clubs that are interested in increasing their fleet should they encounter weeds or not. As of June 2015 seven hulls have been produced for WISMC (West Island Ship Modellers Club) in Montreal

Dragon specifications

| | | |
|----------------|----------------------|---------------------|
| Length | 1,000 mm | 39.5" |
| Beam | 220 mm | 8.7" |
| Overall height | 1480 mm | 58.3" |
| Sail area | 3317 cm ² | 514 in ² |
| Min weight | 3.63 kg | 8 lbs |
| Draft | 1650 mm | 6.5" |

An Invitation to the 2015 Invitation to the September Blender

The Calgary Model Sailing Association is pleased to announce the 2015 edition of The September Blender, the first Prairie Regional ranking event! The Blender will be held September 18th to 20th in Calgary, Alberta at the Glenmore Reservoir. Great competition, an excellent venue and renowned Alberta hospitality make this a must-do event. The Blender offers so much more than a fantastic r/c sailing event. Calgary is located in the foothills of the Canadian Rockies and is surrounded by nationally renowned parks, museums, cities and much more. We encourage you to extend your stay and see what our province has to offer. We're all looking forward to an excellent 2 days of racing, camaraderie and new friendships!

Calgary is located 1 hour east of the Canadian Rockies along Highway 1, the Trans-Canada Highway and the major east-west road through the nation. From Montana, Calgary can also be reached via Highway 2, crossing at the Carway Border Crossing or the Coutts Border Crossing.

The venue: Glenmore Sailing Club's club house at 8601 24th Street SW in South Glenmore Park. The club's website (www.glenmoresailingclub.com) and map.



Alberta: We encourage you to arrive early or stay late after the September Blender. There's a lot to see in Alberta. Banff National Park, Canada's oldest national park, is located 90 minutes west of the city and is world-renowned for its' easy access to the grandeur of the Canadian Rockies. Further past the townsite of Banff is Lake Louise, and north of Lake Louise is the Icefields Parkway and the townsite of Jasper. Northeast of Calgary, and scenically a world away from Banff, is Drumheller. Also a 90 minute drive from Calgary, Drumheller is located in the Alberta Badlands and is home to the Royal Tyrell Museum, considered one of the finest dinosaur museums in the world.

There is so much more to Alberta than what this paragraph can offer, so please visit these excellent websites; Travel Alberta (www.travelalberta.com) or Visit Calgary (<http://www.visitcalgary.com/>) both excellent resources for ideas and destinations throughout Alberta and Calgary.



Banff National Park



Drumheller, Royal Tyrrell Museum

Getting here: The Calgary International Airport (YYC) serves many airlines and is the headquarters of WestJet and a major hub for Air Canada. It is also a destination for the majority of US airlines including American, Alaska, Delta and United. All of the major car rental agencies have desks at YYC and there are taxi, limo and transit options to get you to your accommodations.

Staying in Calgary: A limited number of billets are available through the members of the CMSA. There are many hotels / motels a very short drive to the Glenmore Reservoir. RV camping, including up to 45' coaches, is available at the western edge of the city and is a short 15 minute drive to our venue.

CMSA will do all they can to ensure your regatta is an enjoyable one. If you're looking for some, "local's only," "advice or if you have any questions or concerns about the event do not hesitate to contact one of us below. We're here to host and to help. See you in September!

CMSA

Mark Verrey
Andrew Baak

snowbirds2043@gmail.com
sailorbaak@yahoo.com



**2015 Victoria Canadian
National Championship**
Woodstock Model Sailing Club
Sept. 4th, 5th, and 6th.
Woodstock, Ontario.

NOTICE OF RACE

Rules: The regatta will be governed by the rules as per the current edition of the Racing Rules of Sailing, and as modified by Appendix E, the Sailing instructions, the Victoria class rules and other attached documents.

Eligibility: The regatta is open to all boats of the Victoria Class whose owners are current members of the Canadian Radio Yachting Association or the American Model Yachting Association and who are properly registered with the Victoria Class.

Schedule:

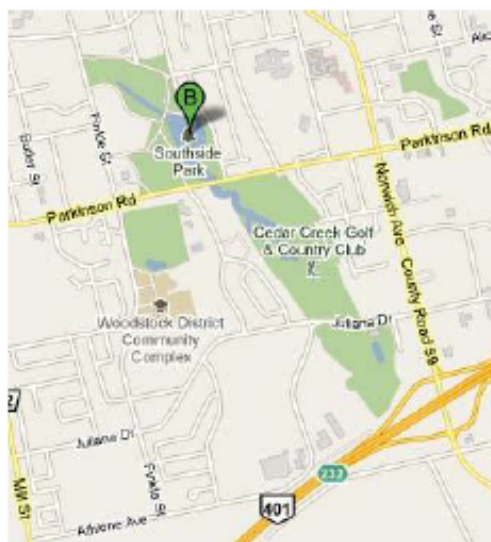
- Friday:** 1300 to 1700 hours; Check In and Event Measurement and Practice Races for those interested.
- Saturday:** 0800 to 0900 hours; Check In and Event Measurement
0900 hours, Skippers' Meeting
0930 hours, Fleet Racing begins. One hour lunch break. No fleet race starts after 1530 hours.
Group Dinner; Dutch treat at a local Restaurant.
- Sunday:** 0900 hours; Skippers' Meeting
0930 hours; Fleet Racing begins. One hour lunch break. No fleet race starts after 1530 hours.
Presentation of awards to immediately follow the last race.

Within 2 km (or 1.2 miles):

Accommodation: Quality Hotel & Suites, Best Western Plus, Holiday Inn Express, Day's Inn.

Restaurants: Ody's Restaurant & Lounge, Montana's, Swiss Chalet, McDonald's, Harvey's, Burger King, East Side Mario's, Wendy's, Tim Horton's, Outback Restaurant, A&W, Boston Pizza, Quizno's Sub, Subway, Pita Pit, Domino's, Five Star Buffet, Sebastian's Noodle Factory, The Pub on Norwich Ave.

Event Location: Racing will be held at Southside Park Pond in Woodstock, Ontario.



Directions: From HWY 401 go north onto Norwich (County Rd 59); go left (west) onto Parkinson; go right (north) onto South St; take first left (west) exit into Southside Park; stay to the left across bridge to the pavilion, "The Boathouse", picnic area. Coordinates: N 43 07' 15", W 80 45' 03" 43.12101, -80.750934 or use 200 South St., Woodstock, Ontario.

Entry: Eligible boats may be entered by completing the attached Entry form and submitting it prior to August 1st. No more than 30 entries will be accepted. Entries will be accepted in the order that properly completed entry forms are received. You must provide proof of CRYA or AMYA current membership.

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

Racing format: The race committee will determine the number of races after considering weather, course and equipment conditions and the number of heats required. The intention is to complete as many races as possible during each day.

Scoring: The regatta will be scored in accordance with the Low Point Scoring system as set forth in Appendix A of the Racing Rules of Sailing. For each six races sailed, one worst score will be excluded from the overall score. In the event of more than 15 participants the Heat Management System 2007 will apply (HMS2007).

Prizes: Prizes will be awarded to the top 4 finishers in the regatta.

Measurements: Measurement and class authenticity verification may be conducted on site on a random basis as determined by the Regatta Director, as well as during check in and registration.

Additional Information: Please call 226-785-0749 or e-mail John McKinney at mckinneyja@gmail.com.

2015 Victoria Canadian National Championship

ENTRY FORM

| | | | |
|----------------------|----------------|-------------|------------|
| Skipper/Entrant Name | | | |
| Address | | | City |
| Prov/State | Postal/Zip | Country | |
| Home Phone | Cell Phone | Work Phone | |
| CRYA # | E-mail Address | | |
| AMYA# | Jib Sail # | Main Sail # | |
| 2.4 GHz | MHZ Freq 1 | MHZ Freq 2 | MHZ Freq 3 |

All boats must have properly numbered sails. Entry fee \$ 50.00 CDN or US.

With this entry application, I agree to comply with the Racing Rules of Sailing 21013-2016, The Class Rules, and the Sailing Instructions.

I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Woodstock Model Sailing Club and the Organizing Committee and the City of Woodstock, as well as their officers, member, 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.

Participant's signature: _____ Date: _____

Please make Canadian Dollar check payable to: John McKinney

Please mail the entry form and payment to:

2015 Victoria Canadian National Championship
94 Sioux Cr.,
Woodstock, Ontario Canada N4T 1G1

US Citizens are reminded that they may need a passport to re-enter the United States.



Notice of Race

R/C Boat Invitational Regatta

at

Hudson Yacht Club. Founded 1909

• Soling One Meter Class

Sunday. Sept. 6th 2015

Be part of the "69th" Annual HYC Labour Day Regatta!

For 68 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.

R/C Boat Invitational Regatta

Venue: This R/C 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 Sept 6th 2015

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, 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.

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

Racing Format: As many races as possible will be sailed.(no drops) The number of competitors will be restricted to 15, based on the date the entry is received.

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

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

R/C Boat Invitational Regatta

• Soling One Meter Class

Sunday, Sept 6th, 2015

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

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 _____

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)



2015 Morgan Black Regatta Windsor, Ontario



The driving forces behind this International event are Chris Harmer from New Zealand and Rick West, the former EC12 Class Secretary, from the USA.

This will be the fourth Morgan Black with Canada rounding out the Nations' that recognize the EC12 Class in their National Sailing Authorities. The event is sailed every three years began in NZ in 2006 and it is hoped the event will be in Europe in 2018.

The host club, Windsor Model Yacht Club, was founded in 1994 and has an active racing program with five different boat classes raced weekly including an EC12 fleet.

The Chairman for the Morgan Black Canada 2015 event is Ken Miller, an active sailor year round , racing three classes here in Windsor as well as in Florida during the winter. Ken has assembled an excellent support team for the Morgan Black and we all look forward to our hosting responsibilities as well as the opportunity to showcase the Windsor area.

For information o the regatta go to <http://www.morganblack.ca/>



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

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# |
|-------|----------|-------|----------------|--------------------------|
| | | | | |
| | | | | |
| | | | | |

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