

# Canadian Radio Yachting



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## Notice of Races

<a href="#"><u>IOM Beaver Fever - Regional</u></a>	April 2 - 3
<a href="#"><u>IOM Canadian Nationals</u></a>	June 3 - 5
<a href="#"><u>US 1M Nationals</u></a>	June 11
<a href="#"><u>Soling Nationals</u></a>	June 25 - 26
<a href="#"><u>IOM Eastern Canadian</u></a>	Sept. 10 - 11

## 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).

### Special notice of by-law amendments

**Copies of two proposed amendments to the CRYA Constitution and By-laws have been sent to you as attachments to the notice that this edition of Canadian Radio Yachting is available for down loading. Please read them. A further email concerning voting and deadlines will be forth coming.**

## 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 seconders) 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.

### On the Cover:

Martin Herbert's IOM - #3 rig sailing in the first winter blow outside Saltspring Island.

### 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

## CRYA Contact List

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## President's Report

By Lawrie Neish—CRYA President



This report is a catch all of items which members should be aware

### Year end

Members who have renewed their membership for this season will notice that the membership year now ends on November 30<sup>th</sup> instead of December 31<sup>st</sup>. In fact it has been 30<sup>th</sup> November since we were incorporated federally and registered the Association, and the un-registered CRYA disbanded.

The date should have been adjusted last year. It is not a low down trick to extract an extra \$1.25 from you. The Federal Government allows us narrow band in which to file our annual report - 1st. November to 31<sup>st</sup>. December.

### Regional Directors and Class Secretary

I am often asked what the duties of a Regional Director or a Class secretary. I can tell you that the by-laws leave considerable scope for a director or secretary's initiative and imagination. Of the two the class secretary is the simplest in my mind at least and my answer is usually something to the effect "to hustle for the class and promote the class across the country". This is difficult because of the sheer size of our country, but it can be a help to know the class members and encourage them in their sailing activities and their events. National and Regional Championship promotion would be within this mandate. Some class secretaries are very active and all should attend to their class section of the web site.

Regional Directors, like class secretaries, have plenty of scope for initiative. In my efforts in the past to find a replacement for one retiring the usual answer to the Question of what the position involves I give is that the position is

what you make of it and that includes promoting sailing activity in your region. All of our regions tend to be large but getting around it and knowing members from all parts and outside of your class of boat would be a start. Each region has it problems - Ontario because it is a long way across, West is the same with the Strait of Georgia crossing making the equivalent travel time the equivalent of 300Km, or more, on a highway and fare that would buy enough gas to get you to Calgary.

Both positions require personal initiative to overcome problems, but developing contacts across the region, or the class, is a good start.

### Opportunities!

Our largest region, Ontario, needs, and has for some time, a Regional Director. Ontario is not a monoculture but has several classes active with in the region.

Victoria One Design One of our long time active classes, the Victoria, needs a Class Secretary. Members of the class should be aware that there are signs that it is shrinking and to an extent it is being challenged by the RG 65 / Dragon Force. At the time of writing this I have just had a volunteer who is the class secretary for another class. I am very grateful for the offer as the class does need attention. For example the class in BC is but a shadow of its former self.

EC12 is another class in decline though there are lot of them around not being sailed and a few that have never been registered that are being sailed. This has been separated from the International A in the hope of finding a secretary who can rejuvenate it

The three international classes

including the Marblehead, the 10 Rater and the International A are being "lumped" together and anyone enquiring for information is being directed to the Executive for information. There is little action in these classes except the International A which has an increase in registrations percentage wise. This Association was built in many ways on the Marblehead and the 10 Rater and it is a little sad to me to see them dwindle. Both classes have become increasingly high Tec and with this increasingly expensive. Is there a lesson here somewhere! Perhaps some active members with a boat of either of these two classes might give a thought to initiating a Vintage or Veteran version of the class.

Classes which finish up with no class secretary will go into "receivership" and a class secretary who does not respond is likely go the same way.

### Championships

With our so far ice free winter here on the West Coast, the thoughts of at least class secretaries and potential event hosts turn to regional championships and linger on nationals. It can be said that there are good reasons for classes to have started thinking about the next year immediately after the end of the last event. With either category of event there are requirements to be followed for the event to be sanctioned, or approved, by the CRYA as either a National or Regional championship. There appears to be some doubt in some minds as to what is required. What follows is a summary of requirements which by nature of our country and regions take into consideration that it is large and

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distances, even within some provinces, are great. Attending an event may require time away from work or convincing your spouse that he, or she, really would like to include attending a championship for the boat that occupies so much space in the family home.

So:

First item, reasonable notice. Our by-laws require posting of the Notice of Regatta (NOR) in Canadian Radio Yachting. This can be translated into three months from the posting of the NOR to the event taking place. Posting a sanctioned championship in the issue of the journal which comes out the day before the event takes place does not constitute reasonable notice

Second item, what has to be completed before the NOR for the event is posted -

1. A club or group has to make a formal offer to host the event. The offer is made to the CRYA executive and the class secretary. This stage could require deciding between competing offers
2. The Regional Director is consulted as to the capability of the club or group to host the event and if the site is suitable.
3. When agreement is reached by the executive, class secretary and the appropriate regional director the club or group has the go ahead to prepare for the event
4. The host submits the proposed NOR and Sailing Instructions (SI's) to the Association's Technical Director for approval. It is better than having an entrant argue that you had it all wrong during the event - you can at least pass the buck!
5. When the NOR and SIs are approved the event is then sanctioned as a National or Regional Championship for the

class. At this point the event chair and race officer should be known and the NOR can be posted.

6. The SI's and schedule for the event supplied to entrants.

### **Expectations for a Championship Regatta.**

We have two categories of championships, National and Regional. In fact both of these are open championships allowing any member of a national authority with a registered boat conforming to its class rules to enter. Such events should allow for this and schedule racing over two days.

Up front a sanctioned championship should be something better than a casual club day's sailing and be worth attending.

Racing time 10 hours over two days for large classes such as the IOM and the Soling, with minimum number of twelve races - with no upper limit.

Course lengths should be appropriate for the Class and somewhat longer than those used for club events and a minimum entry of fifteen boats. Race Officials should be experienced CRYA members

Recognised classes with a low number of active skippers, thirty or less, may be authorised to hold a championship event with a modified format to encourage class development

### **Considerations**

The first consideration might be that it can accommodate all who wish to enter. Obviously, considerations of site and facilities have to be considered, along with travel and accommodation for entrants, the class strength as to how many can be coped with. Limitations start to accumulate! The big guess is in how many will enter.

A good start as to how many might be expected to attend is how many attended last year. A second is

how active and strong is the class. A third factor how big is your own fleet. The sleeper is how good was last year's event? If everybody enjoyed it then it helps you. If your event is poor then the following year will be affected negatively.

Duration, the number of entries expected and the competitive nature of the class affects how long the event should be. A second level of factors might include your expected weather and the size of typical course the class sails. I like a course long enough to allow a good skipper to be able to make a recovery from being fouled at or near the start. If your class has relatively small numbers can only expect a small entry of ten or so boats then you should be able to deliver a reasonable one day event. But, you should also consider that if you made it longer would you attract boats from a distance. The fail safe mode is to go long and hustle.

I personally think it not unreasonable that there is the demand it should be satisfied and potential skippers encouraged to participate. If a small class when a small entry is only possible then dependent on how many hours sailing it could be possible in a long day to deliver enough races to present a respectable championship. With entrants travelling from a distance, starting later and going to a second day would be an option.

### **Proof of Registration of boats - reissue?**

The Association moved to a registration of a boat process and membership proof conducted via the internet, in the form of a PDF files. Both of these are produced for CRYA sanctioned championships. These can be attached to an event entry form. It does save hauling cards around to events. Some members have had these reduced to a business card

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size and have had them laminated. There are a few members who do not have computers who still are issued membership cards annually. Race Chairs will have to pry the cards out of the entrant hands on registration for events.

Skippers with old registered boats probably still have their registration card if they remember which drawer it is in. Some have had

these scanned in to a file to accompany their entry form and some photo copy them and take the copy to events.

If members with the cards wish, I would be pleased to re-issue their boat registrations in the current PDF format. All I need is an email asking for the Proof of Registration with your CRYA number, your name, the boat class and the boat's Hull Registration Number for all classes you own. If one, or more of

your registered fleet no longer exist then there is no point in issuing a proof for registration for it, or them. If the boat you ask for is not in the register then we will likely get into finding how why, etc. Or, the reverse as we have found in the past, a ghost boat credited to you which have never existed, then we may clear these up

Allow a little time for the PORs to be issued.

### Western Region Report - not submitted

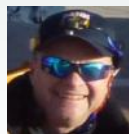
### Ontario Region Report - not submitted

### Quebec Region Report - not submitted

### Maritimes Region Report - not submitted

## Newsletter Report

### Art Prufer - Newsletter Editor



#### Looking for RC Sailing Photos!

As you go about taking photos of your sailing events & activities, please keep the CRYA newsletter in mind. I need action photos of your boats, preferably some close-ups or zoomed in shots for the cover of the newsletter.

When submitting photos, please include a brief description of the boat's owner and the event at which the photo was taken.

#### RC sailing videos.

In an effort to promote some interest in this hobby I bought a [small keychain/action cameras](#) from eBay. I mounted it on my Nirvana, posting the videos in the [RC Groups forum](#).



This little guy takes good quality 720P videos.

Future plans include making a gimbaled mount for this to keep the horizon horizontal when heeling.

Taking a page out of [Ken Camp's cap-cam videos](#), I mounted one of [these small action cameras](#) on the brim of my cap to record the racing action of the building DF65 fleet last year.



Go-pro equivalent 1080P video camera.

[Posting the videos on Youtube](#) after the racing really helps racers review their sailing tactics, as well as watching what others are doing, and results in helping them improve their game.

This video camera is a full 1080P like the Go-pro, but smaller and

1/3rd the price.

Both these cameras have a built-in Li-Ion battery that lasts ~ 45 minutes on a full charge. They have an auto-on/off feature when power is applied/removed to the 5V USB input, so to increase recording time, I mounted a 2S LiFe battery on the back strap of the cap with a Ubec for 5V output and a switch to start and stop recording.



A much simpler power solution would be to use [one of these USB chargers](#) velcroed to the hat.



Art Prufer



## Prairie Region Report

**Andrew Baak - Regional Director**

Happy New Year RC sailors.

The Prairie Region has had a very slow winter season; however it is not without some activity.

One new Brit Pop has been ordered and will possibly be in Calgary at time of the newsletter being issued

Two IOM's under construction with hopes of being splashed once the water softens, one beautiful cedar strip and one fibreglass (to be painted a brilliant yellow)

Two new sets of 1, 2, and 3 rigs for IOM rigs being built

One used IOM purchased from Nanaimo and is just waiting for transport over the Rockies

Sailors are still trying to answer the question "does anyone know how I got this yellow paint stripe on my hull and how the heck can I get it off?"

Planning for the September Blender (September 24-25) is going strong with some very

enthusiastic people on the planning committee.

Rules, tactics, pizza and beer night planned for the Calgary area RC sailors

A few Alberta sailors are discussing venturing to either the "Beaver Fever or Canadian Nationals"

The RC iceboats have not been seen blasting around the local ponds and lakes, this due to poor ice surface. If and or when the ice improves we will have some informal races.

With the addition of the above mentioned 4 IOM's the fleet has grown from 27 to 31 boats. Some of the owners are multiple boat owners but they are very

willing to lend or possibly sell a spare to new sailors.

Even though the majority of the Calgary boats are IOM'S we are very excited to see other types of boats and would like to encourage those who have a differnt class to join us on our sailing days. We are always looking for new RC sailors with or without sailboats to come out so if you are in the prairie region, know of some RC sailing enthusiasts in Alberta, plan on visiting or even moving to Alberta please contact me though my email on the CRYA web site or look up the Calgary group at <https://www.facebook.com/CalgaryModelSailingAssociation>.

Have a safe winter  
Andrew Baak  
Prairie Director



## Winter IOM Report

**Peter Stevens - IOM Class Secretary**

Members of the CAN IOM fleet have already received a few notices highlighting the upcoming CAN ranking events for 2016; if you haven't, please let me know so that your email address can be confirmed. At the time of writing, the US NCS has yet to confirm which of the US regattas will be designated as ranking, however, we can make a reasonable assumption based on projected dates and venues.

### Major North American IOM Regattas for 2016.

Feb. 20-21: AMYA R6 Regatta, San Diego, CA USA	R
April 2-3: Western Regional, Victoria, BC CAN	R
April 22-23: COW Cup, Seattle, WA, USA	
May ??: North Bay Classic, Foster City, CA, USA	
June 3-5: Canadian National Championship, SISC, BC, CAN	R
July 22-24: Hood River Carnage R6N, Hood River, OR USA	R
Sept. 10-11: Bowman Bay Caper, Deception Pass, WA USA	
Sept. 10-11: Eastern Regional, Kingston, ON, CAN	R
Sept. 24-25: Prairie Regional, Calgary, AB CAN	R
Oct. 7-9: US Nationals, Boise, ID USA	R

Please check the CRYA website for any changes in dates or venues, the related NOR and SI's will be posted on the site as they become available.

Of special note on the above schedule is the return of a two day regatta at the KYC in Ontario, this will be the 'Eastern Regional' and will count towards ranking points.

Please note that in order to compete in any of these regattas, you must have an official IOM measurement certificate and be paid up for the current year.

Our local groups have been fairly active this winter, both Nanaimo and Victoria have been racing since the fall with relatively warm weather, minimal weeds, and variable winds. Daily and weekly reports can be found on the 'BC Region RC Sailing' Facebook page, a site that promotes all active RC classes in the area, well worth checking out.

Also on the west coast, we have scheduled a series of one day regattas to be held in various locations on Vancouver Island and hopefully on the continent. Known as the 'Coastal Cup', it will incorporate the results of the Victoria and SISC regattas, as well as regattas in Port Alberni, Cowichan Lake, the Royal Victoria Yacht Club, and as mentioned, hopefully a site in Vancouver. Four of the potential six races will count towards the Cup; it will be a fun way to test one's skills in a few new locations.

Information on this series will be available at [www.crya.ca](http://www.crya.ca) and on the Facebook page.

On the world scene, there were two bids to host the 2017 World Championship, Istanbul, Turkey, and Pierrelatte, France. France was the successful bidder for the venue from May 13th to 20th 2017.

<http://www.iomclass.org/blog/2016/02/02/2017-world-championship/>

In June, the European Continental Championships will be held in Vitoria, Spain from June 25th to July 1st. IOM news from around the world can be found at [www.iomclass.org](http://www.iomclass.org), especially if you have a look at the various countries NCA websites.

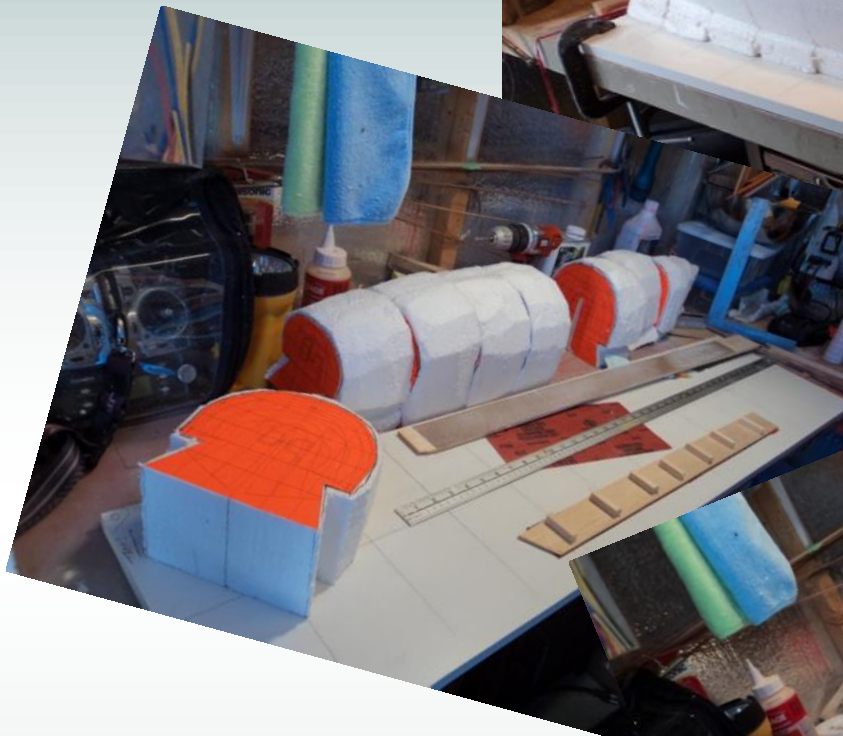
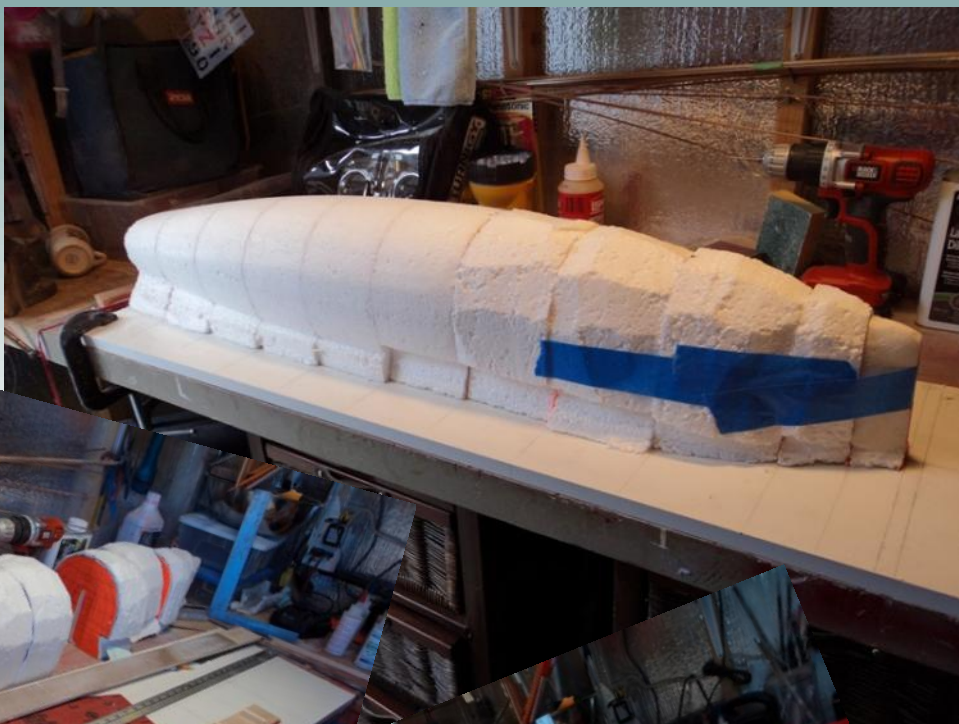


## IOM build - Brad Gibson's 'Alternative'.

By Gerald Nutter

Building the 'alternative'...I started with a set of plans from Brad Gibson. I decided to try a new way

(to me) using foam blocks 100mm x 8" x 8". I could not find any close modular foam 100mm thick,



so I used the regular white insulating foam which was ok but I did not use any mold release before I applied the fiberglass.

The results were when I melted the foam out of the hull I was left with lots of little resin 'icicles' inside the hull, took some time to clean them all out. Any way to begin the construction I purchased a shelf 10" x 4.0ft and laid out the distances required for the frames (10 @ 100mm) I used stiff card to make the frames and white wood glue to stick the frames to the 100mm thick foam then glued the framed blocks of foam to there respective place on the lay-out

board.

When glue had cured I removed most of the surplus foam with a large knife and sanded until the frames started to show, I used a long sander I made 3ft long from a light 2" batten.



Ed. Note: for more details on this construction technique, see this link [https://youtu.be/ocwKII\\_fVwU](https://youtu.be/ocwKII_fVwU)

## MMM Sailing Season launched on New Year's Day

By Rick Levick - Metro Marine Modellers

January 1, 2016

Undeterred by grey skies, near-freezing temperatures and stiff winds, four intrepid members of the Sail Division got the jump on the 2016 sailing season with a six-race regatta on New Year's Day thanks to the hospitality of the Oakville Yacht Squadron. For the past several years, the OYS has invited

the Metro Marine Modellers to their annual New Year's Day levee.

Armed with a set of marks and countdown timer, Bob Allan, Paul Charles, Harry Feaver and Tom Madarasz held six races with their Victorias before the sheets on their boats started freezing. Harry was the winner of the day. Some OYS members also launched their

r/c Laser sailboats to join in the fun and Peter Sandford captured all of the action with his drone.

<https://youtu.be/Zze5dMLsVQY>

After racing, the MMM sailors joined the OYS members for lunch in their club's Crow's Nest lounge.



This winter's milder weather in the Toronto area allowed some members of the Metro Marine Modellers to sail their Victorias on New Year's Day for the first time in three years.

**Ed. Note:** More info on the Metro Marine Modelers can be found on their web site here:

<http://www.metromarine.org/>



## RG65 Dragon Force Report

**Michael Steele - RG65 Class Secretary**

The 2015 DF activities on the Eastern side of the country were capped off with a very successful Ontario Regional Championship that ran in almost perfect conditions for the nimble little DF. A full race report and some excellent video are available on the CRYA.ca home page.

In the North, the building season is now upon us and I am pleased to report that there continues to be constant activity. A number of used DFs changed hands, a few fresh builds are on the way - and, most encouraging, we have attracted some new members who have made the DF their first foray into model sailboat racing.

On the Western side of the

country, the DF has an active fleet with the Burnaby Association of Marine Modellers running a regular schedule of racing - please see the sailing section of their website here - <http://www.bammrc.com/#!/sailing-page/c1lax>. Rumour has it that BAMM will be the host for regional championship in 2016 - stay tuned for more info.

### 2016 NCR

Metro Marine Modellers has agreed to be the host for the 2016 RG 65 DF NCR on October 21, 22 and 23! This event still has some planning to be completed, but save the date for a weekend full of RC sailing and related activities. Only 30 spots will be available for this

NCR, and with active fleets in both Michigan and New York, please be sure to register early! NOR will be posted on the CRYA.ca as soon as possible.

This month, I have also included a setup guide for the Dragon Force which was generously produced by Glen Barrett. For those of you that have had the pleasure to sail with Glen, he really knows how to make a DF hum along in any wind conditions... and thankfully for us, he doesn't keep his tricks up his sleeve.

## Dragon Force 65 Set-up Notes

**By Glen Barrett - Metro Marine Modellers**



The Dragon Force 65 is an inexpensive almost ready to sail R/C Sailboat that has proven itself to perform very well under a wide variety of conditions. The Metro Marine Modellers sail the Dragon Force under the Dragon Force Restricted Class Rules, which allow only a very limited amount of modification from the kit, primarily aftermarket sails. The rules are available at this link: <http://dragonforce65.com/one-class-rules/>

If you haven't already done the modifications listed under Hints and Tips, here:

<http://dragonforce65.com/feedback/>, then I highly recommend you do so. It will greatly

improve the reliability of your boat. The first thing I recommend after the above, is to make sure there is

no binding in the rudder linkage. My boat has the plastic servo tray, and I found that the rudder pushrod was rubbing on the center aft tray support fitting, causing friction, and preventing the rudder from returning to center reliably. I bent a small kink in the pushrod to provide clearance.

I have the mainsheet bridle set close to the deck. It is critical to make sure the ring is exactly centered.

### The Rig:

I use Rod Carr sails, so the following is based on that fact. The sails are flat panel sails, with no built-in shape, so the shape of the set sails is entirely controlled by three basic settings:

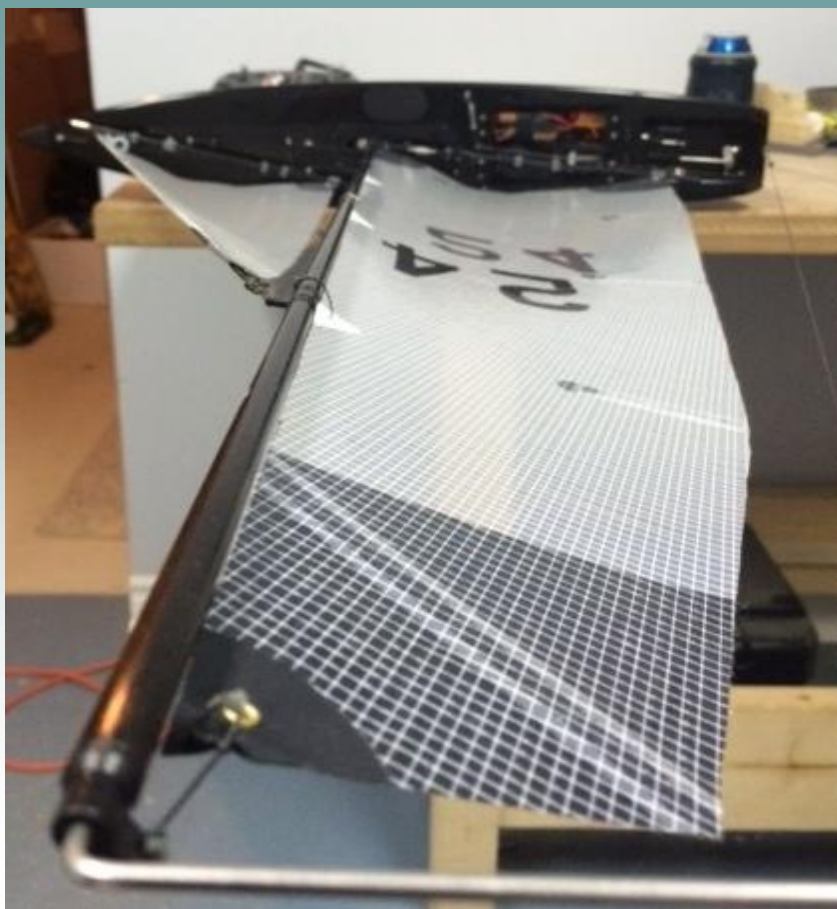
Outhaul position, amount of twist, (set by the main boom vang and jib

topping lift), and amount of mast bend. The first thing I recommend is to set the mast partner to the middle position, as delivered from the manufacturer. That is 28mm measured from the front of the gooseneck to the front of the recess in the deck. This sets the basic mast rake. Set the jib club pivot point so that the end of the jib club clears the mast by 6-7mm.

Next, set the forestay tension as tight as you can, without pulling the mast forward. Set the backstay tension to just take out the slack in it. Look down the mast from above. What you want is no fore and aft bend in the mast between the forestay fitting and the gooseneck.

*(Continued on page 12)*





You can see that the mast is straight between the jib-stay fitting and the deck. You can also see how flat the upper third of the mainsail is compared to the foot. A characteristic of flat panel sails.

### The Sails:

I set my boat on its side with no wind pressure on the sails while I make these settings.

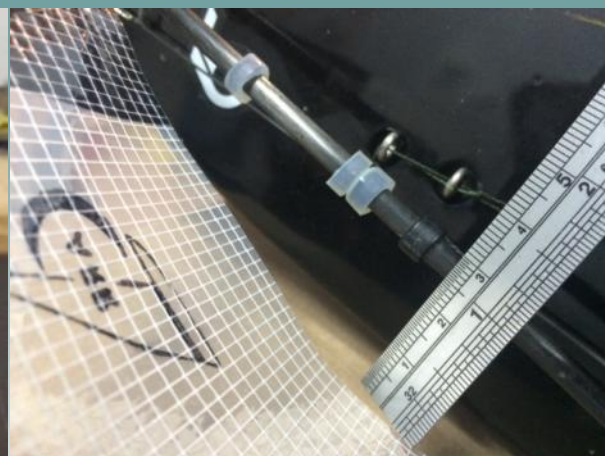
These are my settings for moderate conditions. I will make small changes in order to adjust the helm balance if the conditions are very light, or very heavy, but I have found that these settings work well for me in quite a wide range of conditions.

### Outhaul:

I like my sails to have a full shape. It gives good acceleration and reasonable top speed.

With the boat on its side, and the sails sheeted in, I set the main outhaul to give me 30mm of

draft. Measure this at its deepest point, without pushing on the sail. The jib is set to 27mm, measured in the same fashion.



Jib outhaul measurement - 27mm.

### Luff tension:

The luff tension should be only enough to remove any serious wrinkles in the luff.

### Sheets:

I have the mainsheet set so that the end of the boom is 25mm from the centerline, (pointing just inside the drain bung). The end of the jib club is 38mm from the center of the mast. Adjust the travel so that the main goes out to about 80 degrees when eased fully. The jib should be about 90 degrees, or a bit less.



Main outhaul measurement - 30mm. The bit of tape you see wrapped around the starboard bridle bowsie helps prevent the main sheet from catching on it when the sheet is slack.

(Continued from page 12)

### Sail twist:

Flat panel sails should be set with a little less twist than is used on paneled sails. Too

much twist tends to flatten the head of the sail. Find something to prop up the main boom so it

is on the centerline of the boat, without lifting or pushing down on the boom. Adjust the boom vang so that you have 30mm measured

between the backstay and the leach at the middle batten. Adjust the jib topping lift to get 33mm, measured from the topping lift to the midpoint of the jib leach.

### Tuning for helm balance:

For very high winds, to control weather helm, I will flatten the foot of the main a bit and ease the main sheet a bit to depower the main. In very light air, I flatten the jib slightly to control lee helm. I almost never fiddle with the mast rake or twist settings.

These settings are what work for me and the way I like to sail. Try them out, but your mileage may vary.

Glenn Barrett



Main boom propped up to measure sail twist.



2015 Regional DF65 regatta hosted by Metro Marine Modellers - "the gang's all here".



## Brando Footy Build Review

By Rick Lilley



There is a very talented naval architect in Genoa, Italy, named Flavio Faloci whose hobby is designing beautiful little sailboats made from balsa wood.

Two of his designs (so far), have been made available (plans / book / kit box), from The Wooden Boat Store.

One of them (Brando), is a gaff rigged catboat, and the other one is a gaff rigged sloop (Presto).

<http://www.woodenboatstore.com>

I have always had a love of varnished wooden boats, sailboats in particular, and in that category, catboats. The Brando was just what the doctor ordered!

Last winter I purchased the plans online, and built this little wooden catboat with a gaff rigged sail, and a lot of character!

The plans are just beautiful! Someone in my boat club (Confederation Marine Modellers of Hamilton ON), suggested that maybe they should be framed and hung on the wall. (Flavio is also a sketch artist)

I'm seriously considering it!

There are 12 sheets of black and white plans 11" x 17", along with an 8 1/2" x 11", seven-page colored booklet of photographs to help with the details of construction.

This was invaluable, along with the plans, to give you both a guide to assembly, and full size views of the boat and its components.

The plans were not drawn with the beginner in mind, but with care, it can be done.

According to the designer, no less than 40/50 man hours are needed to build this model.

I did take lots of pictures as I built

this model, but unfortunately I didn't keep track of the time I spent on it. It was winter evenings project.

[Here is my build thread on RCGroups.com](#)

Hopefully this will help guide you through this build.

The boat is designed to be built entirely from balsa wood, as lightness is one of the secret ingredients for helping this little jewel of a boat scoot along in the lightest of breezes.

I made a slight modification to the hull by making the sides from 1/64" plywood, since there are lots of youngsters with go-fast pointy toy speedboats sharing the pond where I sail.

Note: you have to be careful with the 1/64" ply as it will form a bump around the bulkheads if they don't fit well, ruining the fair lines of the hull.

1/32" would be stiffer and avoid this, but also heavier.

If you are a purist as far as keeping it light goes, stick with the balsa.

I found that the mast partner under the foredeck, (made from thick balsa), didn't really do a great job of holding the deck eyes in place, quite likely due to my ham handed yanking on the mainsail halyard etc.

I would suggest beefing this up a little, always keeping in mind

"lightness".

Maybe laminating some light ply into the mix, similar to the rudder and keel construction, or using basswood for this piece.

What I ended up doing (after I pulled the deck eyes clean out of the deck at pond side), was to drill a small hole in the front of the mast down near the deck and inserting a small brass eye/hook (which I made), into this hole and CA'd it. Then I attached the halyard hook that used to go into the deck eye, into this "mast hook". This way, I'm pulling up on the mast base instead of the somewhat fragile deck.

*(Picture below)*



The spars are not made from balsa but light dowels (not birch, too

*(Continued on page 15)*



(Continued from page 14)

heavy), purchased at my local craft store and sanded down and shaped. Not sure what wood this is, but it is are tougher than balsa, and lighter than birch.

I also made a few mods to the rigging (forgive me Flavio), that made life a bit easier and helped the little boat to perform for me.

The halyard bridle, a simple triangle of light ply just didn't please me aesthetically, so I carved a small block out of basswood and twisted a piece of thin stainless steel wire around it and made it look (from afar), like a real rigging block.

(Picture right)

Also, the top of the sail was sagging like an old shopping bag hanging from the gaff, so I laced it to the gaff old schooner style. The line I used was a bit heavy and waxed. I'm thinking of re-lacing it with a lighter line/thread both for appearance and weight.

(Picture below)



Every gram counts, even more critical as you go higher (above the deck).

The sail is made from an old damaged ripstop nylon sail off my Kyo-sho Fairwind III, cut down to size. Something lighter wouldn't hurt if you have it!

I made a mod to the rudder too after launch. (Read- shakedown cruise)

I went a bit light on the keel weight (4 oz.) where the plans call for 4.5 to 6 oz.

My reasoning was how extremely light the little boat was turning out to be, so I thought I might get away with it. As a precaution, I made some oval loops out of heavy plumbers 1/8" solder. Each loop weighed .5 oz.

In a blow, I can simply wrap these around the keel just above the bulb and add weight as

needed. Not too streamlined, but it works!

As it turned out, the weight was about right for most conditions, but my Brando needed about .5 oz more weight, and it seemed to sail nose down a lot.

I added some weight to the rear foot well in the deck and that seemed to help a lot, but I wanted the weight lower down, not up on the deck.

So made a square piece of lead about 1" x 1/16" that weighed .5 oz.

I traced the outline of this lead piece on the rudder as low down as I could get it, carefully cut a hole through the rudder, epoxied this piece of lead in, filled, sanded, and repainted the rudder to make the mod invisible, and it worked perfectly.

She sails level now, no more bow down attitude and the total lead weight is perfect at 4.5 oz.

The plans are for the most part self explanatory, the sizes are pretty accurate.

(Continued on page 16)



(Continued from page 15)

As with any scratch build, make several dry fits and adjustments before even thinking about gluing anything.

I used a combination of masking tape and very small wooden clothespins (again bought from my local craft store), and small dress-making pins for clamping and gluing, etc.

Rather than cut up the plans, I made clear templates using a fine point blue Sharpie and some of those clear plastic 8.5" x 11" sleeves you can buy at your neighbourhood Staples store.

I saved these in case I ever want to build a second Brando.

One place I did run into trouble was on the sail plan. On sheet #6, the dimensions of the sail just would not work out right for me. (I always make my footy sails from paper first before cutting any sail material.)

The foot of the sail is actually 11 7/8", not 17 7/8".

Not sure if it's just Flavio's fancy penmanship or an error, but that sure looks like "17 7/8" to me.

My first clue was that the boom is only about 12 1/4' long so the sail obviously can't be longer than that. Duh! Once I figured that out it was clear sailing (Pun intended)

Flavio reminds you occasionally in the instructions, that you can give a coat of varnish to the boat at various stages, so you should end up with about 6 or 7 coats in all.

I used a flexible thin steel rule and a fine pointed black Bic pen to draw some fake planking on the balsa wood deck and varnished it with a matt varnish so it would look like a weathered deck. (If you do this, remember the "screw holes" where the planks end have to be where

the "supporting beams" under the deck would be, not just anywhere.

Stagger the ends every 3 or 4th plank, don't line them all up next to each other.

(See this post on [RCGroups for this detail](#))

Everywhere else I used a gloss spar varnish (I like the yellowed varnished wood look).

Before I attached the deck, I literally poured slightly thinned varnish into each compartment of the little boat and sloshed it thoroughly around, before turning the boat upside down over a large funnel to return all the varnish to the small can.

This ensured that every nook and cranny was sealed with varnish, no gaps.

I probably added a bit of weight, but also some piece of mind.

Remember, balsa soaks up water like a sponge.

The plan sheets also include plans for a couple of stands and a box to carry Brando safely around in, or store it.

(Tip: When not using the Brando for a while, I take the rolled up sails out of the box and hang them up so they don't get kinks in them.)

I built the box and added some carrying handles, and rubber feet for pond side, but I still needed a stand for the boat.

Rather than make a separate stand and have two things to carry, I designed a

stand that would disassemble and fit inside the box along with the boat.

I made a heavy cardboard template and cut out some 1/4" birch ply to shape on my scroll saw, and varnished it and it works like a charm. I bent up some brackets for the side of the box out of 1/2" wide brass strip to hold the stand upright when in use.

I put the stand uprights in the box first, drop in a thin piece of sheet foam and sit the boat on top of the sheet foam.

You'd never know they were even in there. (See picture)

After using the stand for a while, I realized that a couple of downward slanting grooves/hooks on the outside lower corners would be needed to attach some elastic on windy days to keep Brando from becoming airborne!

We learn by doing!

(Picture below)





(Continued from page 16)

I had to mod the mast a bit too, as it was too long to fit inside the box, so I cut it in half and made a brass sleeve from tubing and varnished the brass to keep it shiny.

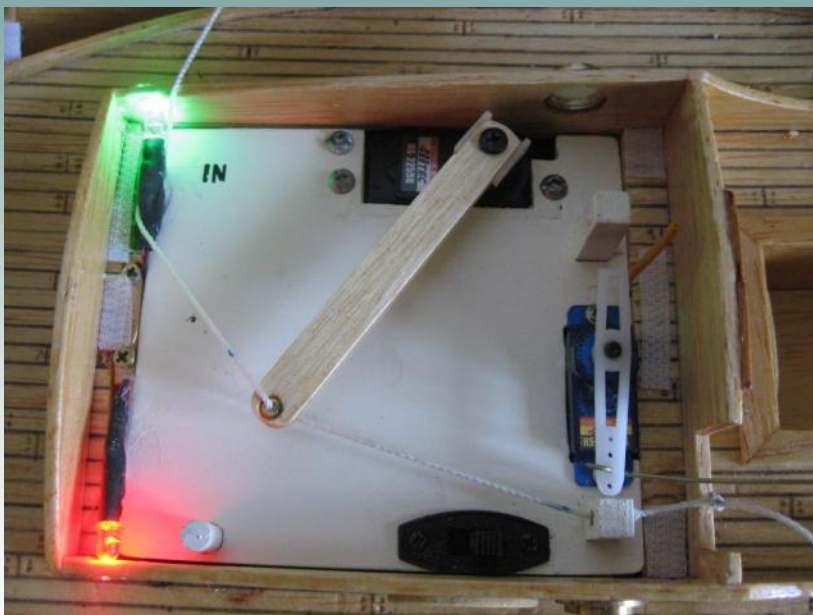
It looks OK, like it was supposed to be that way. If it gets too loose from wear, an additional coat of varnish on the joining area of the mast to fatten it up a bit fixes that.

As for the electronics I went with very light servos, and two "chewing gum sized" 300Mah Lipo batteries, wired in series, (7.4 volts), and velcroed them vertically to both inner sides of the hull, as high up as they would go, out of danger from water and drips.

I used a tiny voltage regulator to bring the voltage down to 6 volts, and cut the long servo wires down to "just long enough" and put new plugs on them. This gets rid of a lot of excess tangled wire and it's lighter. I use a Spektrum 6i TX, and Hobby King Orange receivers which are very inexpensive and work well for me in all my boats.

While I was at it, since I frequently sail in the evenings, I added tiny red and green Eflite LED running lights (with a remote switch, linked to the "Gear" switch

on my transmitter), to the cabin (Picture below)



I love this little boat, its big hit at club gatherings, and it sails well.

I can strap it into its little box with a few elastics holding it down, grab my transmitter and go sailing at a moments notice.

The Brando is so safe in there that I even took it with me on a traveling holiday last year and sailed it in various lakes up north. The sturdy box keeps it safe in the trunk.

This little boat sails well, and is always a hit at club events, whether just for show or performing on the water, everybody seems to like it.

(Picture left)

It has to be handled with tender loving care, but that is to be expected of a small boat made with balsa wood. Makes it light to carry too, the box weighs far more than the boat does. My boat came in at 15.1 oz. all in

ready to sail. Your mileage may vary.

I wonder if Flavio would consider offering it as a kit? Hmmmm.

I really enjoyed putting this little jewel together, overcoming the challenges, and watching all the pieces become a sailboat.

It's not unlike the satisfaction you would get, building a full sized one in your garage except the pieces are smaller (and a lot less expensive too)

If you have a lot of accumulated balsa wood or light ply in your work shop, you're good to go with this little boat. If not make a up a list, and go shopping.

Making balsa sawdust is great therapy.

Sailing this little wonder is just icing on the cake!

It does look great on the water too.

Fair winds,  
Rick







**2016 Beaver Fever Regatta**  
**April 2-3, 2016 – Beaver Lake, Victoria, British Columbia**  
**CRYA Western Regional**



**Notice of Race**

The Victoria Model Shipbuilding Society invites International One Metre (IOM) sailors to the 2016 IOM Regatta at Beaver Lake in Victoria, British Columbia, Canada. This is the Canadian CRYA Western Regional Ranking event.

**1. Rules**

The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2013 – 2016, the Equipment Rules of Sailing, the 2016 IOM Class Rules and HMS 2014.

**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. Proof of membership and Measurement Certificate must accompany the entry or be presented at event check in.

**3. Schedule**

Event Check-In and measurement/inspection will be available at Beaver Lake starting at 2:00 PM April 1, 2016 and continuing until the start of the Skippers Meeting April 2, 2016. The scheduled time for the warning signal for the first race each day will be 10:00 AM and no races will start after 4:30 PM on April 2 and 2:30 PM on April 3.

**4. Entry and fees:**

**Entry fee is \$25 CAD**, including lunch provided both days at lake side and an event memento. It is preferable that the entry fees be paid at the time of entry. An unpaid entry will not have any precedence for sail number assignment. See the details on the second page for payment directions. Prizes will be awarded to the first three sailors at the end of the event. A no host dinner is being arranged for Saturday night, details as they are finalized.

Paid entries will be given preference over others. Entries will be accepted via regular mail. As well we will be setting up an on line entry process in shortly to allow quicker processing. Entries will be open starting January 24<sup>th</sup>, 2016. 5 spaces will be held back for 2 weeks following that date to allow regular mail entries to have a chance. Entries should be in the hands of the Race Committee by March 18<sup>th</sup>. Late entries may be accepted after that date at the discretion of the organizers.

Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline

**5. Contact:**

Barry Fox, Regatta Chair, 210, 1521 Church Ave., Victoria, BC V8P 5T7 or by e-mail [bdfox1@gmail.com](mailto:bdfox1@gmail.com). Contact at (250) 294-0350

**6. Accommodation**

There are lots of accommodation options throughout the Greater Victoria area. Prices vary so shop as you will.

**ENTRY FORM**

**2016 Beaver Fever IOM Regatta**

**April 2 – 3, 2016 – Beaver Lake, Victoria, British Columbia**

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

**BOAT INFORMATION:**

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq	
	# Attending Friday Practice?		# Attending Saturday Evening No Host Dinner?		



**2016 Beaver Fever Regatta**  
*April 2-3, 2016 – Beaver Lake, Victoria, British Columbia*  
*CRYA Western Regional*



**Supplementary Information**

**Entry Process**

Entry fees can be paid in a variety of ways. Paid entries will have precedence over unpaid ones with regards to sail number assignment or other preferential decisions.

If entering and paying by postal mail, cheques should be made payable to VMSS and dated for the date of the entry.

A completed entry form and payment can be hand delivered directly to the Regatta Chair.

Entry can be completed by sending an email, with all of the entry information included, to [bdfx1@gmail.com](mailto:bdfx1@gmail.com) and then Payment may be made via PayPal to the same email address. If you chose the option to "send money to friends or family" then you absorb the administration costs. If you choose the regular payment option then the organizers will incur the administration costs and the entry will be considered incomplete until the full amount is received.

**Operation of Event**

The event will be operated in accordance with the current version of The Racing Rules of Sailing as amended by the event SIs, the current ERS, the IOM ICA Class Rules and/or any other prescriptions that may come into effect by the time of the event.

Entry level will be kept to a number that will allow no more than 2, 20 boat fleets to be sailed.

Depending on the entry level the event will either be sailed as a single fleet or as two fleet heats to make up each race.

If two fleets will be used, then the event will be operated using the 6 boat promotion/relegation process. Scoring will be done using the HMS 2014 spreadsheet software.

A prize giving ceremony will take place soon after racing is finished on Sunday to allow everyone to start their journeys home.

**Check-In and Measurement**

All boats entered must have a valid IOM ICA Measurement Certificate issued by its home issuing authority. For owners of recently measured boats who may not have time to receive their certificates, a copy of the signed measurement forms may be accepted.

A practice sailing session will be available Friday, April 1 at Beaver Lake from 2:00 to 4:00 PM. Measurement and check in will be during this practice session at lakeside Saturday morning. Measurement at the lake on Saturday will be available but everyone is encouraged to get this done on Friday if they are in town.





# 2016 IOM Canadian National Championship

3 – 5 June, 2016 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2016 I.O.M. Canadian National Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** The regatta will be governed by the rules as defined in The Racing Rules of Sailing, the Equipment Rules of Sailing, the IOM class rules and HMS (2014)
- 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. Proof of membership and Measurement Certificate may accompany entry or be presented at, or by, check-in. Event measurement will be available on 2<sup>nd</sup> June, all day.
- 3. Entry:** **Entry fee is \$65**, and includes lunch on the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> June, Barbeque on the 4<sup>th</sup>. Please make cheques payable to - Saltspring Island Sailing Club.
- Entries must be received no later than **6<sup>th</sup> May, 2016**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$70.**
- Additional lunch and barbeque tickets for those accompanying entrants will be \$20
- Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Entrants 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](mailto: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, as should ferry travel. 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](mailto:wneish@shaw.ca) or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., Canada. V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable and social schedule will be sent to all registrants. Maps and accommodation information will be sent on request.

On line registration will be available

## ENTRY FORM

### 2016 IOM Canadian National Championship 3rd – 5th June, 2016 – Saltspring Island, British Columbia

Skipper/Entrant Name				Camping Or Docking ?	
Address				City	
Prov/State		Postal/ZIP Code		Country	
'phone: Home		Work		Other	
CRYA Member #		AMYA Member #		Other Nat. Auth.Mem#	
email Address:			Tee Shirt size		

#### Boat Information

Hull Reg. #		Sail #		Design	
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# 2016 US One Meter Canadian National Championship

- 1. Event:** Windsor Model Yacht Club (WMYC) invites US One Meter (US1M) sailors to the 2016 US 1M Canadian National Championship Regatta at the Vollmer Recreational Complex, LaSalle, Ontario, Canada.
- 2. Eligibility:** The regatta will be governed by the rules as defined in The Racing Rules Of Sailing, the Equipment Rules of Sailing, the US1M class rules and HMS (2014)
- Entrants must be current members of the CRYA, or their National Authority. Yachts must be registered with and comply with the US1M rules as approved by the AMYA/ CRYA. Proof of membership and boat registration should be sent with the entry.
- 3. Entry:** **Entry fee is \$25**, and includes lunch. Please make cheques payable to – Windsor Model Yacht Club.
- Entries must be received no later than **June 1, 2016**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$30.**
- Additional lunch tickets for those accompanying entrants will be \$10
- Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Although this is a one day regatta entrants have a range of accommodation should they wish to stay over.
- 5. Contact:** **John Helmer**, Regatta Chair, (519) 735-8522 or by e-mail [johnhelmer48@gmail.com](mailto:johnhelmer48@gmail.com) or mail to John Helmer, 13188 Salich Crt, Tecumseh, On N8N4J7
- 6. Entries and Funds** **By mail to John Helmer at above address.**

Confirmation of entry and a full information package containing **Sailing Instructions and event timetable** will be sent to all registrants. Maps and accommodation information will be sent on request.

## ENTRY FORM 2016 USIM Canadian National Championship Saturday, June 11, 2016 Registration 8:30 AM Vollmer Recreational Complex 2121 Laurier Parkway LaSalle, Ontario N9J3K7

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Phone: Home		Work		Other	
CRYA Member #		AMYA Member #		Other Nat. Auth.Mem#	
email Address:					

### Boat Information

Hull Reg #	Design	Sail #		Sail Maker	
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## Notice of Race

### 2016 Soling 1m Canadian National Championship

June 25 - 26 2016



#### Notice of Race

The Halifax Area Model Yacht Club Club [www.hamyc.ca](http://www.hamyc.ca) invites Soling 1m sailors to the 2016 Soling 1m Canadian National Championship to be held at the Terra Beata Cranberry Farm, 161 Monk Point Road, Heckman's Island, Lunenburg, Nova Scotia [www.cranberryfarm.ca](http://www.cranberryfarm.ca).

#### 1. Rules

The regatta will be governed by the 2013-2016 Racing Rules of Sailing, including Appendix E, the rules of the Soling 1 Metre Class, this Notice of Race and the Sailing Instructions. The regatta will be scored in accordance with a modified Low Point Scoring system as set forth in Appendix A of the Racing Rules of Sailing. If warranted by the number of competitors, the Odd/Even Heat Management System will apply. Three races are required to be completed to constitute a regatta. One race will be discarded for every 5 races completed.

#### 2. Eligibility:

Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the AMYA Soling 1 Metre Class Rules. Proof of membership and Registration Certificate may accompany entry or be presented at check-in.

#### 3. Schedule

Event check in and measurement/inspection will be available on Friday June 24. The scheduled time of the warning signal for the first race is 1000 Saturday June 25. No race will start after 1500 Sunday June 26.

#### 4. Entry and Fees

Entry fee is **\$75**, and includes lunches and water for competitors on both days and one ticket to the Saturday Night Banquet. Additional banquet and/or lunch tickets may be purchased at the regatta. Make cheques payable to **Gary Bugden**. Entries must be received no later than June 20. 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.

#### 5. Contact:

Gary Bugden, 63 Union Street, Bedford, NS, B4A 2B6 [gbugden@accesswave.ca](mailto:gbugden@accesswave.ca) 902-835-5006

Confirmation of entry and a full information package containing Sailing Instructions, event timetable and social schedule will be sent to all registrants.

### ENTRY FORM

#### 2016 Soling 1m Canadian National Championship

June 25-26 2016 Lunenburg, NS

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work	Other	CRYA or NatAuth Member #	
email Address:					
	Sail #			Frequency	

#### 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 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 \_\_\_\_\_





# 2016 IOM Eastern Canadian Championship Regatta

## NOTICE OF RACE

September 10, 11, 2016 - KINGSTON, ONTARIO

- 1. INVITATION:** The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2016 I.O.M. Eastern Canadian Championship Regatta at KYC in Kingston, Ontario, Canada.
- 2. SITE:** The regatta will be hosted at Kingston Yacht Club with sailing on the fresh waters of Kingston Harbour.
- 3. ELIGIBILITY:** To complete registration, entrants must prove paid up membership of the CRYA/AMYA or their National Authority. Yachts must comply with the ISAF (World Sailing)-IRSA International One Metre Class Rules including producing a current measurement certificate.
- 4. SCHEDULE, ENTRY & FEES:** Regatta Check-in, at the Kingston Yacht Club, will be from 1600 – 2000 Friday, from 0830 – 0930 Saturday, September 10. Racing will begin at 1030 on Saturday, September 10. The Entry Fee is \$65 CAD (including GST), which includes (2) days of racing; Saturday and Sunday lunches; and prizes. **On-line entry is required** at [kingstonyachtclub.ca](http://kingstonyachtclub.ca). Credit Card payments are recommended. Cheques will be made payable to the Kingston Yacht Club (for US cheques there will be an additional \$5 processing fee). Entry, on the KYC website, will open March 15, 2016 and close September 9, 2016.
- 5. PRIZES & AWARDS:** Prizes will be awarded to the top five skippers.
- 6. ACCOMMODATION:** For information, contact <http://tourism.kingstoncanada.com/en/stay/hotelsmotels.asp>
- 7. CONTACT:** Greg McNab, Manager, Kingston Yacht Club (613) 548-3052 or by e-mail at [manager@kingstonyachtclub.ca](mailto:manager@kingstonyachtclub.ca). Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 Fax: (613) 634-1109

### ENTRY FORM

**SKIPPER NAME:** \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Prov/State: \_\_\_\_\_ Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Telephone: Home: \_\_\_\_\_ Work: \_\_\_\_\_ e-mail: \_\_\_\_\_

#### BOAT INFORMATION:

Sail Number: \_\_\_\_\_ CRYA/AMYA Number: \_\_\_\_\_ Yacht Club: \_\_\_\_\_ Hull Make: \_\_\_\_\_

Channels: Primary: \_\_\_\_\_ Alt #1: \_\_\_\_\_ Alt #2: \_\_\_\_\_

**PAYMENT INFORMATION:** (IF MAILING THIS FORM, ADDRESS TO KYC AT THE CONTACT ADDRESS ABOVE)  
Entry Fee: \$65 (includes HST). Entry must be made on-line, prior to September 8, 2016, at [kingstonyachtclub.ca](http://kingstonyachtclub.ca)

Credit Card: Visa, Mastercard, Other \_\_\_\_\_ (circle one) Amount: \$ \_\_\_\_\_

Name on Card: \_\_\_\_\_ Card Number: \_\_\_\_\_ Expiry: \_\_\_\_\_

yyyy/mm

#### Disclaimer

Please accept this Entry Application for the 2016 IOM Eastern Canadian Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless. I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

signature

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

## A Sheet Winch for Narrow Boats

**Paul Bryant - CAN 356**

Dear sailors,

I have just experimented with a proof of concept model of a linear sheeting servo for model boats. I intended it for narrow boats that normally are supplied with cheap drum servos that never fail to tangle. It can be built for about \$25 using parts from Servocity.com

It is a self-contained, linear boat servo that doesn't need pulleys, springs, and strings, as it is just a rack running in delrin bearings, and a pinion gear on a multi-turn servo. It does need a radio with settable endpoints because this thing pulls over 13 Kgm on the sheets, so you don't want it to go off the end of the rack. The cheap servo here (B1226 from my junk-box) is not that fast and I am now

refining the setup with a much faster, lighter digital one.

But it does show that you don't need an RMG/drum winch for a boat with limited width and sheet travel, and it will deliver the same constant force to the sheets at any position, compared to the sinusoidally varying force from a rotating beam servo.

When finalized, I expect this unit will weigh 120gm, pull 13Kgm for 23cm, and sheet in at 6.3cm in 0.7 seconds.

An RMG Smartwinch (290 EF) will weigh 140gm, pull 11.56Kgm for 32cm, and sheet in at 6.3cm in .09 seconds, seven times faster and eleven times the cost.

has to pull over twice the weight of a 1M boat, so with proper gearing, many different boats and operational speeds can be accommodated with this linear design. You can buy Futaba-splined gears with ratios varying over 5:1 at [https://www.servocity.com/html/32\\_pitch\\_futaba\\_servo\\_gears.html#.VqZkFiIUXGg](https://www.servocity.com/html/32_pitch_futaba_servo_gears.html#.VqZkFiIUXGg) and I would start with a 24 tooth part.

The picture shows the conversion of a Chinese-model drum winch to pinion gearing.

The unit can be viewed in operation at this site on Youtube <https://youtu.be/kxQvKNB5FQM>

Let me know if you would like a parts list.

I don't believe a sheet winch Paul Bryant





## Technical Report

By John Ball –Technical Director

### Tacking after rounding the downwind mark - John Ball, Technical Director

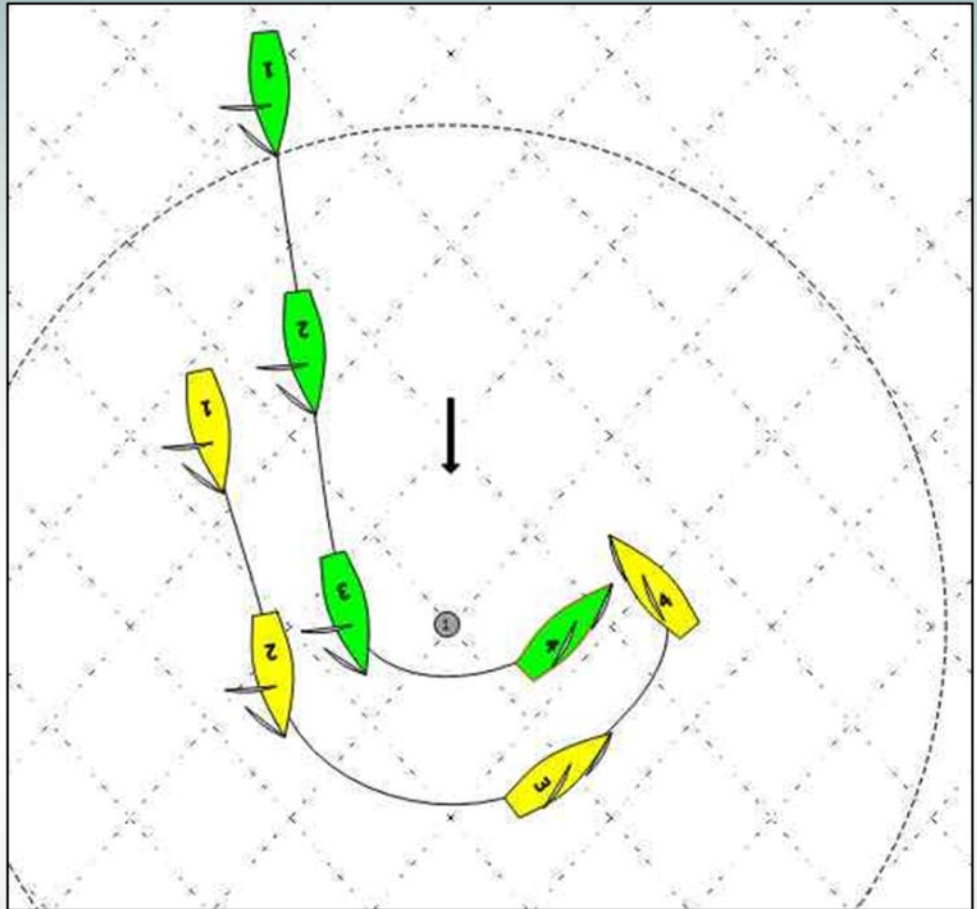
This situation investigates when Mark Room applies and if/when it ceases to apply.

Thanks to Andrew Baak from Calgary for suggesting this situation.

Yellow and Green are approaching a downwind mark for a port rounding. Both boats are on port and Yellow is clear ahead at the zone and is entitled to Mark Room under R 18.2.b. Yellow sails a bit wide of the mark and at P4, she tacks to starboard. Green, sailing closer to the mark, is very close to Yellow, when Yellow tacks, and is unable to avoid the contact. Each boat protests the other. Yellow claims that she is in the zone and has Mark Room under R 18.2.b and she is still rounding the mark - so Green should keep clear. Yellow also says that if there is a collision, then Yellow, with Mark Room, is exonerated by R 21. Green claims that Yellow had passed the mark and tacked too close and breaks R 13.

So the question is "Which boat should be penalized?"

Suggested reading is the definition of Mark Room, plus the rules mentioned above, R 18 and R21 for Yellow and R 13 for Green. Then decide!



**Spoiler Alert** - here is my opinion.

The Protest Committee first will have to determine if Yellow was sailing within her Mark Room or not. If Yellow was sailing within her Mark Room and there is contact with Green, then Green would be at fault, and Yellow would be exonerated under R 21. If Yellow was no longer entitled to Mark Room, then the other rules of the RRS apply as normal and there would be no exoneration for Yellow, (at least under R 21).

So let's look at what Mark Room provides and especially when Mark Room ceases to apply.

Here is the **definition** of Mark Room from the RRS.

**Mark-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.

From the definition, Mark Room is (a) room to sail TO the mark . . . and (b) room to round the mark . . . There is also an 'However' that we will come back to in a minute.

The first thing we may infer from (a) is that once you are no longer sailing TO the mark, Mark Room ceases to have any affect - in essence, you are already on the next leg of the course - even if you are still in the zone. So Yellow may be on shaky ground because by P3 she is sailing AWAY from the mark.

Now look at the last part of R 18.2.c which has another 'However' and says:

**However, if the boat entitled to *mark-room* passes head to wind or leaves the *zone*, rule 18.2(b) ceases to apply.** (note that R 18.2.b grants Mark Room and R 18.2.c can take it away)

From this 'However' and even if Yellow was still sailing TO the mark, Yellow by tacking, would still be in trouble, as tacking turns off the Mark Room previously granted under R 18.2.b. And the earlier 'However' in the definition of Mark Room says that Mark Room does not include room to tack unless . . . and that condition does not apply here as Yellow is not overlapped, inside and to windward of Green before the tack - she was clear ahead, outside and to leeward. So Yellow, by tacking at P4 was NOT sailing within the definition of Mark Room. As she was not sailing within Mark Room, there is no exoneration under R 21.

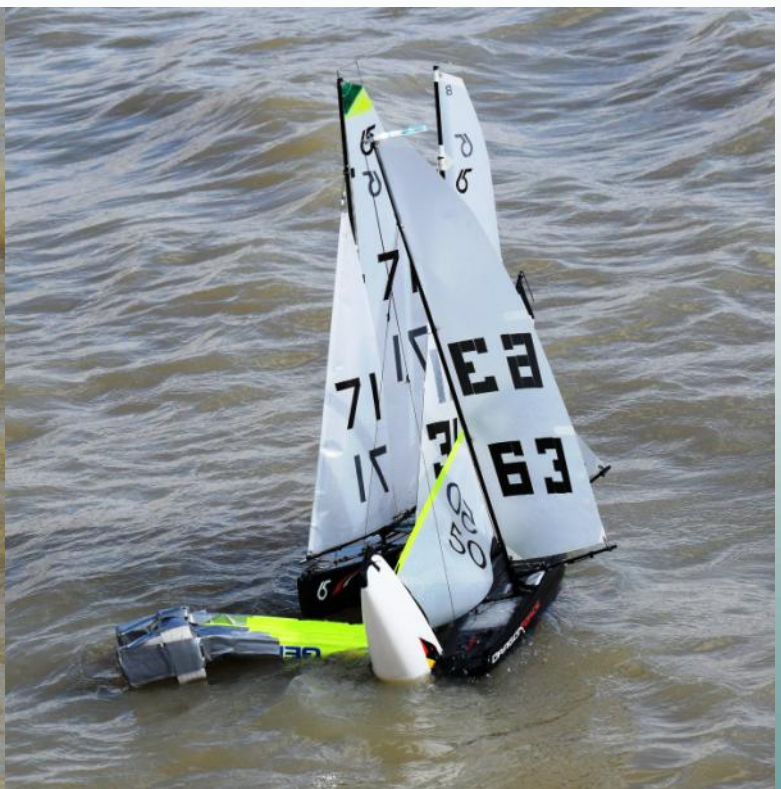
Having determined that there is no Mark Room for Yellow, we can look at the incident as if the mark does not exist. Now we have an R 13 tacking incident. Prior to P4 Yellow was clear ahead of Green and had ROW under R 12. Yellow luffed up, and began her tack after she passed Head to Wind. When Yellow tacked, she became starboard tack boat with ROW under R10 and she put herself directly in front of Green. R 13 says that Yellow has to keep clear while tacking, and so Green does not have to start to keep clear of Yellow UNTIL the tack is complete - in other words - until Yellow is on a close hauled course. From that point, if Green was unable to avoid Yellow OR if Green had to start to alter course even before Yellow's tack was completed, then Yellow breaks R 13.

So my opinion is that in this case, Yellow is AT FAULT for breaking R 13 - Tacking too close.

(Ed Note: You can [visit this forum](#) for more discussions or to ask questions about the RRoS)

## The last word!

That sinking feeling you get when the hatch tape comes off! Then 2 other boats come by to support you.





# ***Canadian Radio Yachting Association***

## ***Membership Application/Yacht Registration***

Renewal:		Or New Mem- ber:		Date:	
Member #:					
Name:					
Address:					
City:		Province:		Postal Code:	
Telephone:				Email:	
Newsletter Delivery Op- tions Select one.	Digital Colour Edition via Email:		Black and White Paper Edition via Postal Mail:		
CRYA Member #					
Club Name:					
Annual Dues:	\$		\$15.00		
Yacht Registration Fee	\$		\$5.00 for each new or transferred yacht		
Total	\$		Make Cheques Payable to CRYA		
<b><i>List New or Transferred Boats</i></b>					
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