



Winter 2019

CRYA Newsletter

Radio Sailing in Canada



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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.

The 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. 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).

Please note the 2018 CRYA articles and bylaws are posted here;

On the Cover:

Mini Mirage RC boats at the start line in Northern Harbour. See article on [page 16](#) for complete story on these scale model boats.

CRYA Business Calendar

- **JANUARY 31st.** Membership fees grace period expires.
- **JANUARY 31st.** Deadline for the Winter issue of Canadian Radio Yachting for all articles, notices of regattas & changes to regatta schedules, and ads.
- **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.
- **SEPTEMBER 1st** (odd numbered years) Call for nominations posted on website and newsletter
- **OCTOBER 30th.** Deadline to receive material for the Autumn issue.
- **OCTOBER 30th.** (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, Treasurer/Registrar & Directors. Also last date for receipt by Exec. Secretary of motions (with seconders) affecting the constitution or by-laws.
- **NOVEMBER 1st** (odd numbered years) members receive ballots for voting
- **NOVEMBER 30th** **Membership expires**
- **DECEMBER 1st.** Expected date to receive Autumn issue.
- **DECEMBER 31st.** In odd years. Ballots due to be received by the Exec. Secretary.

Advertising in the CRYA newsletter

Contact the Treasurer by the due date for material to be received for any issue.

Advertising Rates

- Full Page in One Issue \$40
- Half Page in One Issue \$25
- Quarter Page in One Issue \$15
- RC sailing regatta sponsors - Free

CRYA Contact List

Office	Name	Location	CRYA Email
President	Bruce Silzer	Toronto, ON	president@crya.ca
Past President	Lawrie Neish	Saltspring Island, BC	pastpresident@crya.ca
Secretary	Gunther Yip	Vancouver, BC	secretary@crya.ca
Treasurer	Bob Lewis	Vancouver, BC	treasurer@crya.ca
Registrar	Art Prufer	Parksville, BC	registrar@crya.ca
Technical Director	John Ball	Vancouver Island, BC	technicaldirector@crya.ca
Communications Director	Art Prufer	Parksville, BC	communications@crya.ca
Regional Directors			
Western	Roger Kibble	Saltspring Island, BC	westdir@crya.ca
Prairies	Mark Verrey	Calgary, AB	prairiedir@crya.ca
Ontario	Paul Switzer	Kingston, ON	ontariodir@crya.ca
Quebec	George Robertson	Hudson, QC	quebecdir@crya.ca
Maritimes	Don McDermaid	Halifax, NS	maritimedir@crya.ca
Class Secretaries			
EC-12	Jim Goddard	Dartmouth, NS	ec12secy@crya.ca
International Classes	Lawrie Neish	Saltspring Island, BC	intclasses@crya.ca
IOM (Interim)	Art Prufer	Parksville, BC	iomsecy@crya.ca
US1m	vacant	vacant	us1msecy@crya.ca
Victoria	Bill Shorney	Toronto, ON	victsecy@crya.ca
Soling 1M	Jim Goddard	Dartmouth, NS	solingsecy@crya.ca
Mini 12	Robert Beaudoin	Ottawa, ON	mini12secy@crya.ca
RG65	Wilson Chong	Vancouver, BC	dfgsecy@crya.ca
DF95	Michael Steele	Mississauga, ON	df95secy@crya.ca
DF65	Wilson Chong	Vancouver, BC	df65secy@crya.ca
CRYA Official Measurers			
British Columbia	Lawrie Neish	Saltspring Island, BC	westmeasr@crya.ca
Quebec	Dennis Edge	Beaconsfield, PQ	quebecmeasr@crya.ca
Ontario	Paul Switzer	Kingston, ON	ontkingmeasr@crya.ca
Ontario	Marko Majic	Mississauga, ON	onttormear@crya.ca
Alberta	Hans Konig	Calgary, AB	prairiemeas@crya.ca
British Columbia	Nigel Ashman	Vancouver	vanmeas@crya.ca

Officers with Reports:

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President's Report

By Bruce Silzer - CRYA President

President's Log 2019 02 03

Ahoy to one and all.

Well it is February as I write this and we, in Toronto by the Lake, are still digging out from a large snow storm in a super crisp wind. Of course we received far far less than the East (and that brings back childhood memories of real snow). Our West needs to put a coin or two into the heat-o-meter to counter the Arctic down draft. The Far West appears to be fairing the best. Time to come out of hibernation.

No doubt you have been busy planning your sailing season, prepping your boats and getting ready to way-lay a newbie or two into the sport. As for myself I am trying to resurrect a sunken DF65 Model 01, shape a mast for a Soling and trimming a matched set of Micro Magics for my grand-kids to use.

The Board of the CRYA has been busy as you will see elsewhere in this report and on the website. Look for reference to Club Affiliation, Club Banners, boat registration and boat transfers. Some of these are Membership value added features.

This year we are trying to revitalize our sport. In process is the collation of Affiliate Clubs to facilitate contacts by newcomers to the sport. We are encouraging inter club regattas even if only one day events and regional competitions or invitationals. It is hoped that making a 100 km will be worth meeting new friends and the testing of skill in an unfamiliar environment. We hope you will shake it up a bit this year. Remember, repeating the same thing hoping for a different result is not only boring but a bit of the starboard.

Have a great sailing season and send in those meet results or reports.

Fair winds.
Bruce Silzer
CRYA #1112

Communications Report

By Art Prufer - CRYA Communications Director

Website updates

The CRYA website has been updated with a new payment option for membership renewals and PSN payments. You can now use your financial institution's Interac e-Transfer app to make payments directly to the CRYA account - treasurer@crya.ca

You no longer have to have a Paypal account or send cheques by snail mail. The list of financial institutions which support this payment method which can be found here:

<https://www.interac.ca/en/interac-e-transfer-consumer.html>

Club Affiliation - see [page 7](#) for more details

The following benefits are being added as part of the CRYA club affiliation:

1) I am offering a regatta sign-up form on the CRYA website. Entrants fill out a form with requested information, which is put into the Wordpress database once submitted. An e-mail is generated by the form which is sent to the organizer of the regatta. The information collected for all entrants can be exported as a spreadsheet and sent to the organizers.

2) We will also be providing a 20x36" vinyl banner to each affiliated club at no charge. It will have the CRYA logo & website URL displayed as well as the affiliated club's logo and contact information. It may also include a short description of classes sailed and sailing times (schedule).

3) An @crya.ca email address for your club can be provided to include on the banner. This includes e-mail forwarding to the appropriate club member. The email forwarding can be updated when the club board members change.

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The banner is weatherproof and comes with eyelets in the 4 corners, so that it can be strung up on a railing or attached to a pvc pipe stand or similar. It can be displayed at your club sailing events to help promote RC sailing to the public. The photo at the right is an example which I made myself to help answer the usual questions people have about our boats we sail weekly at our club.



Registrar's Report

By Art Prufer - Interim CRYA Registrar

Membership renewals have been trickling in for the past month or so. As of March 1st, we have 199 active members and 62 members that have not renewed their membership for 2019. From March 1st 2018 to March 1st 2019 we gained 57 new members.

DragonFlite 95 Class

We have achieved a total of 20 HRN registrations for DragonFlite 95s in Canada. This means it now has official class status in the CRYA with it's own Class Secretary. Michael Steele has offered to take on this role and has been approved by the CRYA Technical Director. Congrats Michael and welcome to the CRYA fold. The DF95 registered numbers are as follows, AB 1, BC 3, ON 15, QC 1. It appears there is still a significant gap in the West before there are enough boats to host a regatta or regular club sailing days.

Boat Registration reminder

Boat registration currently costs nothing, so there is no excuse not to register your boat(s), whatever design or class they may be, by filling out the form located on our website here:

<http://cra.ca/register-a-boat>

Here is the list of most common classes which have been registered since the beginning of the CRYA. This includes boats registered at one time, where the owner is no longer an active CRYA member.

Class	BC	AB	SK	MB	ON	QC	NB	PE	NF	NS	Total
10R	31	2			25	1				1	60
6M	1					1					2
AC	2				12						14
DF65	58	8			73	4	6			1	150
DF95	3	1			15	1					20
EC1	32	2	1		43	2				7	87
FTY	1				34	4					39
IA	6				4						10
IOM	183	34		1	105	21					344
M12	1	8			64	22					95
MHD	83		1		128	20				6	238
mm	1				15	1					17
OPN	1		3		14	3				1	22
RG65		1			10					1	12
S/B	1				7					2	10
S1M	36	3		1	315	34		1		50	440
STR	10	8									18
US1	6		5		103	1			2	12	129
V1D	79	2			121					5	207
VIN	2				5						7

IOM Class Report

By Art Prufer - Interim IOM Class Secretary

IOM numbers are continuing to build in Western Canada. New boats are being purchased and/or built by members in BC & AB. This year we have a total of 4 CRYA sanctioned regattas across Canada.

Starting this month, we have the BC Regional long running "Beaver Fever" in Victoria BC which typically attended by USA sailors from WA and CA.

In May we have the NCR held for the first time at London's Landing in Steveston, Richmond, BC. The NOR is published in this newsletter on [page 23](#).

In August there is the AB Regional, AKA "the September Blender" but moved forward a month this year to help avoid possible snow, as was seen in 2017. It is being held at Emerson Lake once again, which is an ideal sailing venue (other than the slippery rocks on the wet launch) with a Hotel only 2 blocks away.

And in September we have the ON Regional held at the Kingston Yacht Club. This event welcomes many US sailors and is included on the IOM USA Region #1 [schedule here](#).

For an up to date listing of these regattas (and NORs) please visit the CRYA events page here:

<http://crya.ca/events/>

This year the Steveston RC Sailing Club are holding scheduled IOM sailing days. The schedule can be found on their club website here - <https://sites.google.com/view/stevestonrcsailing/2019-schedule-and-location>.

"The IOM fleet is also planning to do some scheduled racing at Imperial Landing for 2019. For the most part they will be racing on the 1st and 3rd Sunday of the month, however some specific dates will actually be on Vancouver Island. Starting times at Imperial Landing will be at 12:00 noon. At the present time race dates are as follows: March 03 and 31, April 07 and 21, May 19, June 02 and 16, July 07 and 21, September 01 and 15, October 06 and 27, November 10."

<Editors Note> Please check their website as dates and times may change.

To round things out, we are running our collaborative Coastal Cup regatta series on the West Coast once again this year. This year our retired IOM Class Secretary, Barry Fox, has generously donated \$500 towards the Coastal Cup. This money will be used to help defer BC Ferry travel costs for participants that carpool from the Lower Mainland to the Vancouver Island regattas. \$80 will be provided to cover the one-way ferry cost for one car & driver for each of the 6 regattas.

Here is the confirmed schedule & locations. More details will be provided at the first event - Beaver Fever. A sign-up sheet with NOR & SI will also be posted on the CRYA website.



2019 Coastal Cup IOM regatta schedule

Location	City	Prov.	Date	CC #
Beaver Fever	Victoria	BC	March 15,16-17	1
Long Lake	Nanaimo	BC	Apr 27	2
London's Landing	Richmond	BC	May 3-5	3
SISC	SaltSpring Island	BC	June 22-23	4
Imperial Landing	Steveston	BC	Jul 27	5
Pier Pressure	Port Alberni	BC	Aug 10	6
Moo	Cowichan Lake	BC	Sep 21	7
RVicYC	Victoria	BC	Oct 19	8

Special CRYA Club Affiliation Report

By John Ball - Technical Director

The Importance of a Club

As a CRYA member, you probably are also a member of your local model boat club. The local club is crucial to the promotion and development of model boating - it provides a local organisation for events, but even more important it is a focal point for newcomers to gain knowledge and for the more experienced to share their experiences. This is true whether your club is sail only, or a mix of scale, power and sail.

There's an old saying that one sail boat is cruising, but two sail boats is a race. If you are like me, you have a sail boat in order to race - racing is fun. But to hold a race requires some organisation - and this is where your local club becomes really important - the focal point for your racing. You may hold weekly fun practice races, or even more formal races and record the results to find your series champion. You may host an area event, where other clubs within easy drive get together for a good day of racing. Some clubs seek CRYA permission to hold a CRYA Regional or even a National Championship regatta for their most popular class. And to race, you use the Racing Rules of Sailing, the RRS. The RRS tells you who has right of way and who keeps clear, who gets room at marks, and how races are to be started and finished - in short, how racing is organised.

One aspect of the RRS received attention recently, when there was a protest over an on-course incident (big boats not RC) - and the loser did not agree with the finding, and filed an Appeal to Sail Canada. The outcome of the Appeal contained a surprise, and the finding was thought to be important enough that it was entered into the World Sailing Case Book as Case 143. The case is in the Supplement as [http://www.sailing.org/tools/documents/2018CaseBookSupplement-\[23784\].pdf](http://www.sailing.org/tools/documents/2018CaseBookSupplement-[23784].pdf)

The big surprise was that the appeal was rejected as the host club was not affiliated to Sail Canada - Canada's governing body for yacht racing. So the Appeals Committee said that they could not hear the appeal - in effect this club's racing did not comply with certain requirements in the RRS. What the Appeals Committee were referring to are:

R 70 which covers the right to appeal,

R 75 Entering a Race, and

R89.1 which covers the 'Organising Authority' for the race or regatta.

As this club was not affiliated to its National Authority, it could not be the organizing authority for any events.

Now what does all that mean to CRYA and your local club and its racing program? Well, one important item to note is that CRYA is affiliated to Sail Canada as the Delegated National Member for Radio Sailing for Canada. But before we answer that question, we need to cover a couple of documents that are necessary to hold a regatta - these are the Notice of Race (NOR) and the Sailing Instructions (SI). When you write the NOR and SI, at the top, along with the name of the event and the date, you state who is the organising authority - the host club - your club. So the answer is that to be able to hold a race or regatta that uses the RRS, your club needs to be affiliated to your National Authority - and in Canada it is the CRYA.

To date, the recognition of individual clubs in Canada has not been given sufficient attention - but this new Case 143 has made the CRYA Executive very aware of the importance of encouraging and registering clubs as affiliates so that you may host 'legal' regattas. To help this process we are developing a new feature on our web site to list clubs that wish to be affiliated. The intent is that each club will be listed by region and will show a link to your own web site if you have one, and a contact email address to allow prospective new sailors to reach you.

There will be no fee charged by CRYA for a club to affiliate, just a requirement that you have at least three CRYA members in good standing and that you will encourage your member who want to race to join CRYA and register their boats. It will not matter if you are an informal group, or have formally registered as a Not For Profit club.

You may have noticed a Tab on the left side pane of the CRYA webs site CLUB NETWORK. We will be adding to this over the next few months. <http://crya.ca/club-network/>

Atlantic Region Report

By Don McDermaid - Maritimes Regional Director

With this being submitted in January with extremely cold temperatures affecting most of Canada it is difficult to think of sailing unless you are snow bird . Certainly the East Coast has been cold. The Fredericton Club has been quiet since their fall wrap up.

HAMYC held their annual meeting on November 18th , 2018 . The Club had a great turn out with 16 members in attendance . Various reports were submitted covering topics from Finances , Membership Dues , Regattas , Sailing Location and Insurance. It was a good year for the Club with a positive increase in membership . Dues were agreed the same as the previous year.

HAMYC have posted the 2019 sailing schedule to their website www.hamyc.ca . Hopefully by the time the next report is due the ice will be off the sailing sites.

Please like our Facebook page, [Fredericton Model Sailing Association](https://www.facebook.com/FrederictonModelSailingAssociation), to see several of our sailing videos.



Quebec Region Report

By George Robertson - Quebec Regional Director

Plans for Soling 1m racing at the Hudson Yacht Club are almost complete. We expect to have our regular schedule of club events plus two Open Regattas...one in July and the second on Labour Day weekend. NOR's and Entry Forms will be posted on the CRYA site as soon as finalized.

Let's hope we have better weather and water conditions this year !



Prairie Region Report

By Mark Verrey - Prairie Regional Director

Hi everybody, this is a short newsletter giving an account of what our club has been up to through this rather unusually mild winter, which took a dive to minus thirty the last few days with snow on the way!

We have a cottage industry growing at this moment in a very interesting way. Currently we have four members of our club building IOM's, three of which are "woody's", and the fourth one using a high tech 3D printing system. Colin Aldridge is now on his fourth woody IOM (Nimbus, Ellipsis, Alternative and another Alternative) he's become a prolific builder, and is also the guru to the other two members who are just building



their wooden hulls. Through his past experiences in the construction of these boats, that takes place in his little shed at the bottom of his garden, he admits to having made every mistake possible. But this learning curve made him a master craftsman in this medium. He has become the go to person for knowledge.

Andrew has occasionally made it to Ghost Lake, an hour away from Calgary, to sail his ice boat. He's made a few modifications so it's faster and more stable. Now that I'm freed up for more time I will be joining him, especially as my boat is a good deal faster and so far it needs very little modifications- according to me.

Looking forward to coming out to Richmond in May for the regatta with Colin's new woody, and hopefully having Adam in tow. We should also have the higher management (Andrew) leading the way.

We are all looking forward with great anticipation for spring where we can start sailing again with more members! Hopefully the new wooden hulls are water tight as last summer we did witness the sudden sinking of Hans's boat, a sight never to be forgotten.

Ontario Region Report

By Paul Switzer - Ontario Regional Director

Southern Ontario has had an easy winter in November and December but January has been a rough month with significant snowfall and several -20C nights which are unusual here. February looks like more of that to come with signs of polar vortex conditions coming down from the north and large winter storms coming north out of the USA. Good weather for working on model boat projects.

I myself have done an upgrade to my old Vickers V3 IOM (still my favourite IOM although outdated now) and changed out the spring loaded RMG drum for a fixed one on my Goth MX14. The winch is so difficult to access I want to keep it as simple as possible in there. Love the boat otherwise. Also built an A+ rig for my DF 65. I was not convinced I needed one given the wave conditions here in Kingston but now I have

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one just in case. Don't think I want to sail in C rig conditions given the big waves we get here when it blows.

Others are busy as well. I am aware of 5 or 6 DF 95s being registered in Ontario from October through January mainly in Toronto but in Windsor and Kingston too. With that boat having now achieved CRYA official fleet status, I expect more will be acquired before sailing starts. These 'out-of-the-box' boats are enjoying rapid growth.

One of our Kingston members, John Lowther, who has been building IOMs of his own design in fibreglass almost every year recently decided to build a wooden chined hull based on the Goth plan which is available on the internet. He did a beautiful job so we are anxiously awaiting a spring launch and tuning against the other 2 Goths we have in our fleet.

The Soling One Meter Class is searching for a host location for the 2019 Canadian Championships. If you have a Soling fleet, consider putting on this event. It has traditionally been well attended by talented sailors from Canada and the USA. Contact me and Jim Goddard, the Class Secretary, for endorsement of your bid.

The Eastern Canadian Regional IOM Championship will be hosted by the Kingston Yacht Club on September 14-15, 2019. This is a

well run regatta which usually features good wind and challenging wave conditions often requiring all 3 rigs. There is practice sailing on Friday for those unfamiliar with the condition or who need a reminder and 30 - 40 races are often completed on Saturday and Sunday. Again it will be a CRYA and AMYA ranking regatta given at least 10 boats race so talented competitors usually make this a stop on their tour.

Obviously there is a lot more going on in Ontario than I am aware of. Please send me news of your activities or better still write something for the newsletter to share ideas and let others know what your fleets are doing.



Soling 1M Class report

By Jim Goddard Soling 1M Class Secretary

The Soling 1M is alive and well despite the travails of Victor Model Products who are still delivering boats.

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I am currently entertaining bids by potential hosts for the upcoming 2019 National Championships. I have corresponded with Paul Switzer and we have plans to obtain a couple of the measuring tools adopted by the class in the US.

We have traditionally adopted any changes to the class rules to maintain the integrity of the class.



The Halifax Area Model Yacht Club was home to the 2018 Soling 1M Canadian National Championship in June 2018. Unfortunately, the regatta was shortened by a day due to forecast thunderstorms and a low water level in the pond. Our apologies to the competitors but we did manage to sail 20 full races on Saturday in anticipation of the weather front moving in. The results were Jim Goddard 1st , Paul Switzer 2nd and Don McDermaid 3rd.

The winter has been quiet with plans for a big season ahead. One regatta I would urge everyone to consider this year is the CanAm Regatta August 17-18, 2019 in Stowe. The new scoring system eliminates the home team advantage the Americans held in the past. We can win this regatta if we get some good consistent results from the team.

Looking forward to an active 2019 season.

EC12 Class Report

By Jim Goddard - Class Secretary

The EC12 class is vibrant on the east coast, but we are struggling to make contact with other sailors in central and western Canada. I am currently entertaining bids by potential hosts for upcoming 2019 National Championships.

The 2018 Championship was attended by six contestants with entries from Ontario and Nova Scotia. After two days of great sailing and great weather we had 26 races completed and Jim Goddard of the host club was the winner, Paul Switzer of Kingston, ON was second and Bob Boutilier of Bedford, NS took third place.

Thanks to Bob White and John Lowther for their great management of the racing and Silvia Goddard the bringer of lunch!

Also to our advertisers, Darren Fisher, MP and sponsors Councillors Sam Austin and Tony Mancini. Your assistance in bringing this event to Dartmouth is greatly appreciated.

EC12 Canadian Championship June 21-22, 2018

Sullivan's Pond, Dartmouth, NS

Results are final as of 15:48 on June 22, 2018

Overall

Sailed: 26, Discards: 5, To count: 21, Entries: 6, Scoring system: Appendix A

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14
1st	2104	Jim Goddard	2	3	1	3	1	1	1	6	3	1	1	1	2	3
2nd	713	Paul Switzer	1	1	3	2	2	3	2	1	2	2	4	4	4	2
3rd	58	Bob Boutilier	4	4	6	1	5	2	3	4	1	4	2	6	1	1
4th	491	Gary Bugden	6	6	5	5	6	6	6	3	5	3	6	5	5	5
5th	57	John McKinney	3	2	4	4	3	4	4	2	6	6	5	2	3	4
6th	77	Vern Gibson	5	5	2	6	4	5	5	5	4	5	3	3	6	6

Sailed: 26, Discards: 5, To count: 21, Entries: 6, Scoring system: Appendix A

Rank	SailNo	HelmName	R15	R16	R17	R18	R19	R20	R21	R22	R23	R24	R25	R26	Tot al	Net t
1st	2104	Jim Goddard	1	2	1	1	1	2	1	2	1	5	1	3	50	30
2nd	713	Paul Switzer	2	1	2	4	2	1	6	4	2	1	3	5	66	43
3rd	58	Bob Boutilier	5	4	5	5	3	3	2	3	5	4	2	1	86	59
4th	491	Gary Bugden	4	3	3	2	5	4	4	1	4	3	5	2	112	82
5th	57	John McKinney	6	5	6	3	4	5	5	6	6.0	6.0	6.0	6.0	116	86
											DNC	DNC	DNC	DNC		
6th	77	Vern Gibson	3	6	4	6	6	6	3	5	3	2	4	4	116	86

www.hamyc.ca
jwgoddard@gmail.com

Sailwave Scoring Software 2.24.0
www.sailwave.com

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In October of 2018 Jim Goddard, Bob Boutilier and Gary Bugden made the journey to Connecticut to take part in the Housatonic Model Yacht Club first annual EC12 Fall Classic regatta on the weekend of October 13 & 14, 2018

What a beautiful location and a great bunch of people! The wind was not as cooperative as we may have hoped and it was a real challenge all weekend. Weather aside we were well cared for and had a great time. The Regatta was sailed as one fleet of 13 boats and we sailed 27 races over two days.

Thanks to Don Ouimette who organized and won the regatta and RD Fred Goebel and his crew of volunteers.



Top five finishers L-R Don Ouimette, Brian Kerrigan Rob Hill, Jim Goddard, Boots

The 2019 Regatta in Bethany, CT is scheduled for Oct 12-13, 2019. Details are available at the AMYA website. Looking forward to more racing and information from across the country.

More info on this class here: <http://crya.ca/classes/east-coast-12/> & <http://www.ec12.org/>



Marine Modelers Montreal - new class development

By Peter Jankowski

Marine modelers Montreal is a modelers club dedicated to building and operating a fleet of racing sailboats as well as scale replicas of operating vessels. We were previously known as West Island Ship Modellers Club or WISMC.

This is our 20th year of operations. Our sailboat division has sailed various classes of boats. We started sailing IOM class and with time we switched to Mini 12 class because of weed problems we encountered in our sailing venues.

Around 2010 one of our designers, Nigel Swettenham, produced a new fin keel boat to use in our open water venue on Lake St. Louis. The boat is designated as S-50 for name of the designer and length of boat of 50". The boat is extremely stable in all wind and water conditions and is very easy to operate.

The only drawback is that this is a large and heavy boat. With our membership approaching their eighth decade, they found the boat difficult to carry and launch. So with this limitation and weed conditions in our venues, we decided to try to develop a new class of boats that is smaller, lighter and that can be built by anyone, to encourage boat construction and sailing activities.

Using these criteria we have come up with a fin keel boat of one meter length with sail area of 3550 sq. cm. and weighing min. 3.4kg.(7.5 lbs). We want it to be an open class as to encourage design and construction of boats that can compete on the same basis. We call this class -" ONE METER WEEDLESS CLASS". First developed was Nigel's S-40 boat, scaling down his S-50 model. This boat proved itself to be as nimble a sailor as its bigger version. Then Freddie Walker designed a hard chine boat with retractable center board, and twin



S-40

masts. It proved itself a challenge to sail and is still in working stage. The newest development came from our computer wiz, Daniel MacBeth, who designed and fabricated a boat using 3-D printing. This boat sailed this season and proved to be quite competitive. So you see this class of boats opens a wide area of possibilities for new designs at costs that are adaptable to any pocket.

If your building skills or design capabilities are not sufficient to develop your own boat you can follow another road. Club member Harve Ducourneau is a professional worker in composite materials. He has adopted three large boat types to the requirements the new class.

The first is a one meter

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Dragons at rest

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version of "Dragon" class. This boat can be fitted as purely racing boat or as a scale version of the original. The next is "Northern 12" which was named "Canada 1" intended for America's Cup challenge. The third boat is a version of "J" boat. These three boats can be purchased from Harve as a hull alone or as a short kit that includes boat with rudder and deck installed, mast, booms and sails cut out. All three boats were tested in practice and proved to be good sailors.

We believe that this class of boats will fit requirement of many sailors and constructors. At present time we have over 20 operational boats in our club and hope that in near future it will be a recognized class in CRYA. More photos are published on our club web site www.mmmontreal.ca



Northern 12



Daniel MacBeth's 3D Printed boat

<editors note - contact info for MMM click ion con>

We hold Club meetings at 7:00pm on the first Wednesday of each month from September to May at the DDO Civic Center, Conference room H194, 12001 Boulevard de Salaberry, Dollard-Des Ormeaux, H9B 2A7, QC. A reminder and confirmation is generally sent by email a week or so before the meeting. Please feel free to join us and meet other fellow boat modelling enthusiasts.



J-boat

RC Mini Mirage - Scale Sailboat

By Rod Nuttall

The idea of building our RC Mini Mirage originated in the winter of 1983. We had ordered our 30 foot Keelboat Mirage 30, Aries and I drove to Montreal to pick up our new boat. While in the factory in the corner I saw the hull and deck molds and keel plug for a small toy sailboat. I asked about them and was told that the plant manager had built a radio controlled model sailboat, 1/6 scale of the Schmidt Mirage 27.

I had always been interested in having a radio controlled model sailboat. I asked him if we could borrow the molds and it was the beginning of the group of us building 17 RC model Mini-Mirage RC sailboats. This RC boat was not from a kit and we built this boat with no instructions.

Building the Mini-Mirage

To start, we had discussions with a RC model sailboat manufacturer out west and we were told not to waste our time that the Mini-Mirage would not perform at all. But the Mini-Mirages performed beyond our expectations and our hopes.

We worked on the Mini-Mirage boats as a group of 17 boats one night per week. We first built only one boat as a proto-boat to confirm that it would sail and perform as a real boat would, tacking, sails in and out etc.

After the proto-boat was fine-tuned, each member of the group was responsible for either manufacturing or purchasing one or more of the approximately 50 components. Once all the hardware was acquired, a meeting was called and all the parts were divided up to form kits. Over the next year or so the Mini-Mirage yacht builders assembled their boats.



Keith with cabin added to his Mini Mirage

Here are some highlights of the various components we had to design from scratch.

I was not happy with the original Mirage designed keel. I found the line drawings for the Olson 30 and liked the shape and design of the keel and rudder. Next I used an overhead projector and projected the Mini-Mirage image and the Olson's keel and rudder's image on to the wall to see if it would fit together. It looked good so we used the Olson's keel and rudder profiles to build the Mini-Mirage RC sailboats. The first and second keels we built were lead. We built a sand mold and filled the mold with molten lead.

We decided that packing a sand mold and melting lead for 17 keels was going to be a major project. I decided to phone Mars Metal (they are manufacturers of keels for many large sailboats). I talked to them and asked them if they would be interested in supplying us with 17 keels. His answer was he would. Next I told him the keels were only 22 pounds. He then said "well I guess I now can say we build from the smallest to the biggest for sailboats". Mars Metal sent 17 keels weighing 22 pounds each on a pallet by freight truck to us in Winnipeg.

The mast we used was one 6 foot section of Harken roller furling system for stay sections. It made a great mast. Another friend welded the spreaders in place and gooseneck for the boom.

For the rudder, one of the group's fathers-in-law used to build wooden propellers for real airplanes. He shaped the rudders as a foil shape and made 17 rudders out of wood.

Next we put two bulkheads into the hull. One would be to support the mast and the other was for the rudder shaft. We put ribs in to support the keel bolts and a cabin sole so we could mount the sail winch, rudder servos, receiver and battery supply for the servos. We then ran jib and main sheets to pull the sails in

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and out.

The next project was sails. I called Richard Storer of Sobstad Storer Sails in Barrie and asked if he would make 17 sets of sails for the Mini-Mirages. Richard agreed and for payment we built and supplied him with two fully operational finished Mini-Mirages and shipped them to Barrie, Ontario. The sails he made for the Mini-Mirages, main & jib were mylar, including draft stripes.

Mini-Mirage Competition

The pressure to finish the assembly of the boats increased in the fall of 1989 when it was learned that "Break Away", a CBC local affairs program, wanted to film the boats in action. About 14 boats turned out for this media event. The pond at Winnipeg's Harborview was the scene of this media regatta.

Shortly thereafter, we started a Mini-Mirage regatta called the Penguin Invitational at the Royal Norway Lake Yacht Club (at a friend's cottage in Redditt



Launching at Northern Harbour using human ballasted SS lifting crane



12 Mini Mirages on the dock with 2 Millimetres in front

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which is just north of Kenora, Ontario). Our opening ceremonies even included a visit from the Queen of Redditt to deliver the speech from throne. Over the years we have also run many Mini-Mirage regattas at different locations on Lake of the Woods, near Kenora in N.W. Ontario. The winner of the Penguin Regatta has the honour of hosting the next year's event.

About the same time, Bruce Peto, the Industrial Arts teacher at Highbury School in Winnipeg introduced a class project to build and then learn how to sail the Mini-Mirage boats. The student's sailed the boats on a small pond behind the school. They had an annual regatta with the race run by Sail Manitoba judges. His efforts have carried on and increased the Mini-Mirage fleet beyond the first 17 boats.

Mini-Mirage Today

Over the years the numbers attending change. Last summer (2018) we had 6 boats attend the Penguin regatta. We sailed five races on an Olympics course. Over the past many years we usually include a few match races on two Millemetre sailboats. We will have another Penguin Regatta this summer at RNLYC. A small group of sailors are currently building/rebuilding several boats. One of our members recently added a scale cabin and cockpit on his Mini Mirage which matches the original full scale Schmidt Mirage 27.

We have sailed these boats in light and heavy winds. So far of all of the different radio controlled model sailboats I have seen and sailed, nothing sails as well and as fast as are Mini-Mirages in all wind conditions.

Mini-Mirage specs:

- Length 55 inches
- Beam 17 inches
- Displacement 52 pounds
- Ballast 22 pounds
- Sail area 1394 in.²
- Mast height 8 feet from bottom of keel to mast tip
- Draft of 7 inches



Mini Mirage sailing next to a J-29



Mini Mirage on the rocks

IOM - wooden booms

By Martin Herbert

Why wooden booms?

For the first eight years of my IOM building and sailing I used aluminum arrow shafts for my booms. As I almost always sail in salt water there was a problem with corrosion and also the arrow shafts tended to flex. With the rise in carbon arrow shafts the aluminum ones started to be harder to get so it was time for a change. Could I build a wooden boom that was strong enough to stand up to hard sailing and light enough to be competitive?

I started by getting a nice cedar board with straight grain, an off cut in my shop as it happened. I cut the board to 19mm then ripped off 2mm strips, (This gave me enough wood for 12 booms). I then cut some 4x4mm square stock and with these constructed a box beam 19x8mm. Rounding the corners after assembly brought the



diagonal measurement of the box in at 20mm, the class limit. This section yielded an incredibly stiff boom that weighed in at 19.4 grams for an A rig jib boom. My arrow shaft boom was lighter by about five grams but was not stiff enough. An A rig jib boom in French mast section is 20 grams without fittings so I felt I was in an acceptable range.

What I learned about strength: Cedar is an incredible wood but it does have its weak points, it crushes easily so the areas where fittings come into play need to be considered. In the next photo you see my patterns above each boom. The vertical pencil lines denote where spacer blocks go. These are mostly cedar but where the vang fitting enters the boom the block is Douglas fir. My gooseneck fitting is a 1/16 SS wire and it crushed its way through the cedar in

no time. I used an aluminum knitting needle, cut to 8mm lengths with a flat spot filled in the middle 4mm and glued it into a hole drilled in the boom. The gooseneck stops at the flat spot and migration ends. The SS wire in the photo's show where the gooseneck, vang, and jib counter weight are on the booms. The third row shows boom stock with spacer. The bottom is the retired arrow shaft boom. The multiple holes in the boom are for sheeting and vang adjustments. (The bends in the booms are totally a result of my inexpert photography skills). Two years in and I am very happy with the booms.



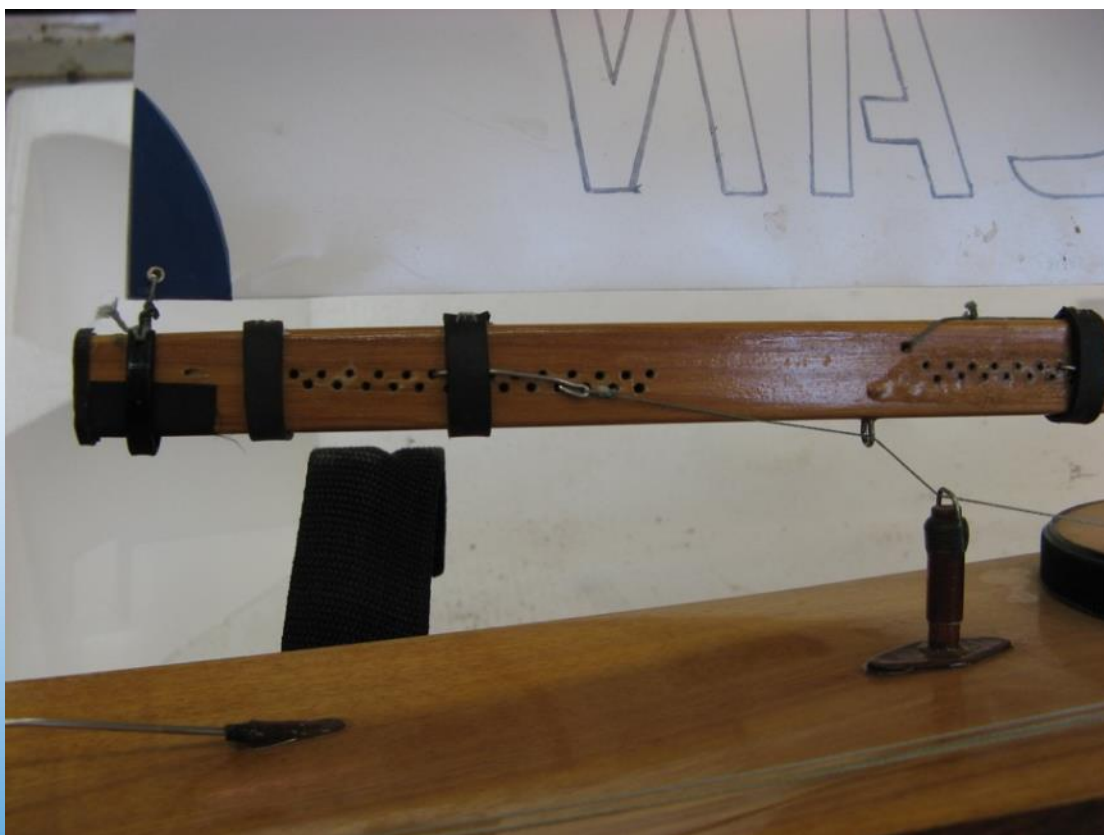
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This shot >> shows the gooseneck/boom vang fitting made from bent 1/16 ss welding rod that runs through a plastic fitting lashed to the mast. Another rod goes into the boom, is lashed in place and the tensioning is done through the lever. Adjustment holes in the boom with a ss hook. The keeper is inner-tube sown together at the top. On my aluminum booms I used o-rings but found they wore out, these seem easier to use and last forever. Also seen in the picture is the downhaul with an eye to keep the pressure on centreline and a bowsie to adjust tension.



This picture >> shows the main sheet eye in the boom and sheeting adjustments. The tack dead ends to a piece of zip tie with a hole at each end. I lash them together around the boom and with the excess line tie it to the sail. The horizontal black on the end of the boom is sail number material put on to increase friction which is set so that the sail stays where you put it but is instantly adjustable. All my adjustments are on the starboard side of the boat. This is so that I can lift the boat out with my right hand, grab the keel with my left and make tuning adjustments with my right without having to put the boat down.



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This is the aft area of the jib boom, same clue attachment as the main >>

The leech tension line comes to a glass bead tied to the hole in the boom and is operated with a bowsie. The white elastic behind that goes into the boom and is tied to the line emerging from the hole just above the sheet eye. The extra jib sheet eye on the deck serves to keep the sheet from flapping near the mast gate while stalling on the start line and also keeps the jib sheet off the deck when it is raining and the winds are light.



This shot >> shows the boom to boat attachment, the bowsie to tension the leech elastic, the counterweight on a 1/16 rod which also serves as forestay and jib luff attachment points.

<Editors note - contact me for more details>

Martin is currently selling 3 IOMs to clear space in his workshop for more projects:

Dart 2, fibreglass, minimum weight with correctors, two rigs, sail box, radio, stand, for \$2000

Calypso woodie IOM, designed by Graham Herbert, built by Martin, three rigs, radio, stand, sail box, minimum weight with correctors for \$2500



And the boat seen in these photos: Dart 3, boat, stand, sailbox, two rigs (A&B), no radio, minimum weight with correctors for 2000\$

Technical Report - Downwind Penalty - Getting clear

By John Ball —Technical Director

I saw a question on a forum about how to take a penalty while going down wind and surrounded by other boats. For this discussion, Blue has broken a rule, but the boats around her prevent her from taking the penalty.

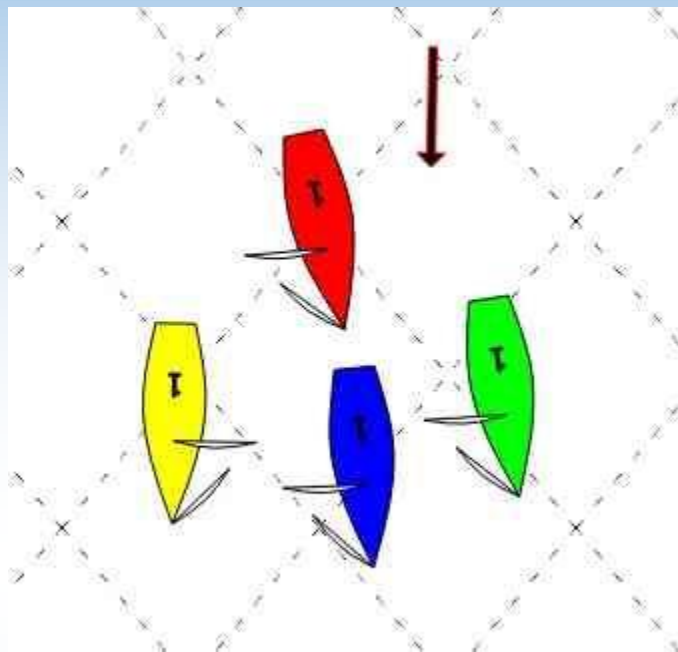
R 44 says to take the penalty as soon as possible - not immediately - and after first getting clear. The important thing to note is that while Blue is continuing to sail the course and until she clearly starts to take her penalty, she is entitled to all the benefits and obligations of the rules. Just because she 'owes' a penalty, the other boats cannot pick on her!

So Blue, on port, has to stay clear of Yellow on stbd. Green to windward has to stay clear of Blue R 11. Red, clear astern has to stay clear of Blue R 12.

There is no rule that requires a boat to give to you room to start to take your penalty. There is a rule to stay clear of a boat that is taking a penalty R 24.2. There is a rule to stay clear of other boats while taking a penalty R 22.2.

As Blue has not yet started the penalty she is entitled to use the rules to get clear. The point is that she must do something quickly - she cannot just sail down the leg hoping for a hole to develop. So she has a couple of options - she could hail Green to go UP - and luff, but must give room for Green to keep clear R 16.1 as she alters course. Then after Red passes to leeward, bear away into the hole to take the penalty. Alternatively, Blue could try to slow down by sheeting in her sails. Yellow and Green would move ahead, and Red, astern of Blue would have to keep clear by passing on one side or the other. Once clear, Blue can begin to take the penalty.

If Blue fouls another boat while trying to get clear, she has to take a second penalty. If Blue fouls another boat while taking the penalty, she has to start that penalty over again (failed to get clear) and then a second penalty for the new infraction.



The last word!

If you have interesting photos you would like to showcase here, please email them to communications@crya.ca

Is Radio Sailing on the rocks or is this just a perfect parking job?



CANADIAN RADIO YACHTING ASSOCIATION

NOTICE OF RACE

Steveston RC Sailing Club

IOM National Championship

May 3,4,5th

- Notice of Race** The SRCSC invites IOM sailors to the 2019 Canadian National Championship at Londons Landing, Steveston, Richmond, BC. The organizing authority is the CRYA in conjunction with Steveston RC Sailing Club
- 1. Rules** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (The RRS) and as modified by Appendix E, the Prescriptions of Sail Canada, the Equipment Rules of Sailing, IOM Class Rules and HMS Scoring System.
- 2. Eligibility:** Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOMICA Class Rules and have a valid measurement certificate. Proof of membership and Measurement Certificate may accompany entry or be presented at check-in.
- 3. Schedule** Event Check in and measurement / inspection will be available at the regatta venue on 2 May between 12 noon & 4.30pm and on 3 May between 9 & 10.30am for out of Town visitors.
The scheduled time of the warning signal for the first heat will be 11.30am on 3rd May and 10.30am on the 4 & 5th. No races will start after 5.30pm, 3pm Sunday.
- 4. Entry and Fees** **Entry fee is \$45**, and includes lunch on the 3 days of racing, and an event souvenir. There will be no host dinners in Steveston on Friday and Saturday evenings.
Payment can be made by the following methods,
eTransfer send to email dwkw2@telus.net. A separate email on security question / answer is appreciated.
PayPal send to email yipsandshanks@icloud.com. Please use Transfer to a Friend so that the club does not incur fees.
Entries must be received no later than **April 21st**. Late entries may be accepted at the discretion of the Regatta Chairman.
Entries will be accepted on a first-come-first-serve basis. Entry will be capped at 36 skippers
Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline. This overrides Personal Sail Numbers.
- 5. Contact:** Nigel Ashman – nigelashman@yahoo.co.uk

Confirmation of entry, Sailing Instructions, event timetable and social schedule will be sent to all registrants.

Accommodation. Entrants have a range of accommodation from which to choose. Richmond has a variety of hotel, motel and Bed 'n Breakfast accommodation.

ENTRY FORM

2019 IOM NCR

May 3,4 & 5th Londons Landing, Steveston.

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

Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:		Or New Member:		Date:	
Member #:					
Name:					
Address:					
City:		Province:		Postal Code:	
Telephone:				Email:	
CRYA Member # (for renewals only)					
Club Name:					
Annual Dues:	\$	\$15.00			
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:

Bob Lewis – CRYA
3237 W. 28 Avenue
Vancouver, BC V6L 1X6