



Canadian Radio Yachting

Fall 2001

The Publication of the Canadian Radio Yachting Association

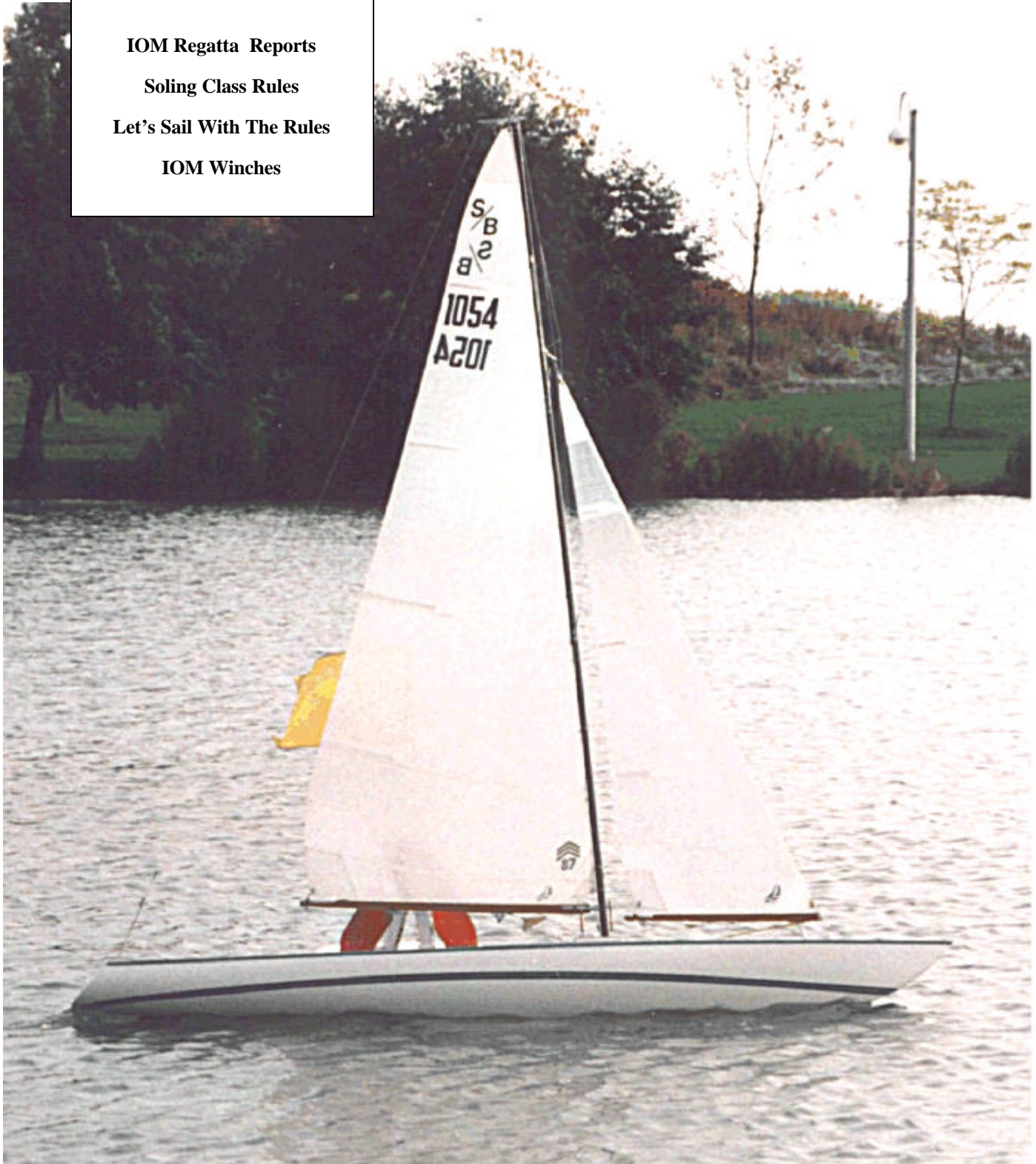
In This Issue

IOM Regatta Reports

Soling Class Rules

Let's Sail With The Rules

IOM Winches



CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

Published by the CRYA quarterly for the benefit of their members. The newsletter includes notices of coming events, club reports, model yacht construction tips, racing tips and newsworthy articles.

The newsletter also publishes changes to model yacht standards and racing rules as they occur.

Our preference is that all material is submitted in electronic format (email, floppy disks) using Microsoft Word but we can accept text from many other software packages.

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

Publications Available to CRYA Members

ISAF-RSD Constitution and Regulations
ISAF-RSD Committees, Division Members
Regatta Management Guide, Questionnaire for Host
Objectives and Directives for Championships
Radio Yachting Racing System 1997
Rules for Adoption and Control of International Classes
International Class Administrative Rules, Sail Identification Marks and Measurement Form Resolution, Error and Accuracy of Measurement
Policy for Classes and Intent of Class Rules - 1M, M, 10R, A Class
International A Class Rules, Certificate and Measurement Forms
International 10R Class Rules, Certificate and Measurement Forms
International M Class Rules, Certificate and Measurement Forms
ISAF-RSD 1M Class Rules, Certificate and Measurement Forms
CRYA Membership List

On The Cover

Ray Davidson's Santa Barbara shows off its classic profile as she crosses the finish line on the Humber Bay Pond.

There is still a strong following of these boats introduced in 1964 and this year's ACCR attracted 16 boats to Chicago—skippers coming from Ontario, the Midwest and San Diego.

As a good all weather boat the kit represents extremely good value at close to \$500CDN which covers, hull, keel, rudder, deck and hatches.

CRYA Business Calendar

JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.

JANUARY 15th. 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.

FEBRUARY 15th. Expected date to receive the winter issue of Canadian Radio Yachting.

MARCH 15th. Deadline to receive material for the Spring issue.

JUNE 4th. Expected date for members to receive the Spring issue.

JUNE 30th. Deadline to receive material for the Summer issue.

AUGUST 15th. Expected date for members to receive the Summer issue.

OCTOBER 15th. Deadline to receive material for the Autumn issue.

OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.

NOVEMBER 30th. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.

DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

Advertisements

To advertise in the CRYA newsletter, contact the Treasurer by the dates for which material for an issue is due (see above).

Advertising Rates

Full Page	one issue	\$80.00
Half Page	one issue	\$45.00
Quarter Page	one issue	\$25.00

Who's Who In The CRYA

		Address	Phone / Fax	Email
President	Ron Watts	185 Ontario Street Apt. 105 Kingston, ON K7L 2Y7	613-546-2464 613-533-6868 (fax)	rlw@qsilver.queensu.ca
Past President	Allan Gardner	664 Albion Way Delta, BC V4E 1J2	604-599-8719	agardner@bc.sympatico.ca
Executive Secretary	Bob Sterne	3785 Edinburgh St. Burnaby, BC V5C 1R4	604-299-0767 604-299-2547 (fax)	rksail@istar.net
Treasurer / Registrar	Larry Miskie	46 Henderson Drive Aurora, ON L4G 3L2	905-727-4050	larry.miskie@sympatico.ca
Editors	Ray Davidson	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	ramodav@3web.net
	Mike Gibbon	1340 Monks Passage Oakville, ON L6M 1J5	905-827-6026	magibbon@cogeco.ca
Regional Directors	British Columbia Rob Woodward	1600 Davies Road Victoria, BC V9E 1E6	250-474-5912	robwoodward@shaw.ca
	Prairies Gordon Stout	149 Somerset Park SW Calgary, AB T2Y 3H5	403-254-6395	rksail@telusplanet.net
	Ontario Ray Davidson	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	ramodav@3web.net
	Quebec Dennis Edge	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@sympatico.ca
Class Secretaries	EC12M Rob Woodward	1600 Davies Road Victoria, BC V9E 1E6	250-474-5912	bwoodward@coastnet.com
	Marblehead Brian Chadwick	20 Sundance Crt. Woodbridge, ON L4H 1J6	905-264-9148 905-264-9149 (fax)	
	ISAF 1M Terry Doble	172 Main St, Apt 306 Picton, ON K0K 2T0	613-476-1317	terry.doble@sympatico.ca
	IS 1 M Dave Bowes	40 Sisman Ave Aurora, ON L4G 6R9	905-713-2521	dbowes@idirect.on.ca
	Star Ken Lockley	4114 Cedar Hill Rd Victoria, BC V8N 3C4	250-477-5830	
	Soling Keith Rodgers	649 Glen Moor Cr Burlington, ON L7N 2Z8	905-639-4755	
CRYA Measurers	BC Doug Gilbert Blair Van Koughnet	Victoria, BC Vancouver, BC	250-474-4442 604-325-5576	
	Ontario Don Burton Peter Van Rossem	Toronto, ON Kingston, ON	905-274-6703 613-546-9777	donburt@idirect.com

The President's Message

by Ron Watts

Another sailing season is over. It has been a good season and the various Canadian class championships — Marbleheads in Toronto in June, Soling One Metres in Windsor in July, US One Metres in Toronto in July, and the International One Metres in Vancouver in October — have all gone well. Now it is time to start preparing for the 2002 season.

To begin with we shall need to develop immediately a schedule for the annual Canadian Championships in each of the classes referred to above. I would invite clubs who would wish to host one of these championships during 2002 to communicate with me (my address, telephone, fax and e-mail numbers are listed in the masthead for this issue) before 31 December 2001 so that we may proceed to develop a tentative schedule for the next issue of *Canadian Radio Yachting*.

Although in the past two issues we sought reactions to the suggestion of Bill Glover of Metro Marine Modellers that the CRYA consider standardizing the dates and locations for the annual Canadian Championships, there has been little support advanced for the idea. Consequently, for at least one more year we shall make an allocation of sites and dates in response to clubs volunteering to host an event for 2002.

A major development relating to the coming year has been the request of Norm Patt to be relieved of his duties as Treasurer-Registrar. Despite being troubled by ill health, Norm has, since Au-

gust 1997, served in this post with great dedication. Not only has he efficiently performed all the varied duties of that position, but he has also been a hard-working member of the editorial team, together with Ray Davidson and Mike Gibbon, who have done such a superb job of producing our newsletter, *Canadian Radio Yachting*. I, personally, and all the CRYA membership owe a great debt of gratitude for Norm's exemplary contribution to the operation of the CRYA. Norm was re-elected a year ago for another two-year term as Treasurer-Registrar, but because of the state of his health has requested that he be replaced for the balance of his current term. Fortunately, Larry Miskie of Aurora, Ontario, has agreed to fill in for the balance of Norm Patt's current term, and you will find his address, telephone number and e-mail address in the masthead for this issue. Norm has already had an opportunity to brief him thoroughly on the task he has taken on. I would like to take this opportunity to express the appreciation of all of us in the CRYA to Norm Patt for all that he has done for us over several terms in office, and to Larry Miskie for his willingness to take the task on.

An immediate task for Larry Miskie will be handling the renewals of membership for 2002. The annual dues remain unchanged at \$15.00 (Canadian) which is a bargain for the newsletter and access to the Canadian Yachting Association (CYA) and the International Sail-

ing Federation Radio Sailing Division (ISAF-RAD) services which they provide. There is a membership renewal/application form attached to this issue, and it is important that these are sent to the new Treasurer-Registrar promptly in order that we can continue to send *Canadian Radio Yachting* to the correct address. When there are new or transferred boats, please do not forget also to register them with the Treasurer-Registrar. The fee for each initial registration is a modest \$5.00 (Canadian) and the fee for the transfer of a boat to a new owner is an even more modest \$2.00 (Canadian). Keeping us fully informed of all new and transferred boats helps us to keep the roster of CRYA registered boats complete. It also provides the basis for class members for the Class Secretaries.

I would also draw attention of CRYA members especially to three items dealt in detail elsewhere in this issue. They are (1) the request for nominations for "Canadian Radio Sailor of the Year", (2) the report of the International One Metre Class Association Interim Committee, and (3) proposals regarding selection of Canadian competitors for the International One Metre World Championship in Vancouver in 2003.

Finally, I wish all our members a happy festive season and an active winter prepping boats and equipment for the 2002 season.

There is some good news . . .

We are getting GREAT photos !

But . . .

P L E A S E

Please, put a caption with them and let us know who the people are, a little cover story perhaps—then Ray and I can stop scratching our heads and asking "who is the old guy with gray hair, and is that his boat with sail number 156?"

PS. Terry Double—you may disregard the above treatise! Your photographs of the Kingston IOM regatta were beautifully complete. Thank you from two appreciative editors.

Larry Miskie by the editors

Larry is not a stranger to RC Modeling. He started building RC airplanes in the late seventies. He was an active member of the Owen Sound Barnstormers model airplane club. After several winters of building activity and summers of returning the planes to kit form, he put the hobby aside. Time constraints imposed by work and family were key factors in this decision. The well-known tendency of miniature aircraft to do an RTK also had an influence in the decision to shelve the hobby. As Larry has often said, "I loved the building but I really hated the crashing."

Larry and his wife Karen made the transition from Meaford, Ontario on southern Georgian Bay to the Greater Toronto area, settling finally in Aurora in 1992. Larry has been involved in Information Technology throughout his working career, beginning his career in the technical areas and evolving through the years into the management side of the industry. In the last few years this evolution has continued and he has been involved with ERP software holding posi-

tions as a Project Manager and Product Implementation Specialist. The travel demands of this occupation kept him away from the RC hobby for a number of years, but he never lost the bug.

His interest in personal computers became his major hobby activity and has continued to capture his interest. What started out as a recreational activity he could pursue with his children became the activity that kept him in the basement twiddling with the software and hardware. In the words of his wife Karen, "You are still in the basement. Don't you think the network is big enough. You really need to get outside more".

The interest in Radio Control was rekindled. Wanting to avoid the frustration of the RTK syndrome he decided RC sailing was the route to take. Larry joined the York Region Marine Modellers in the winter of 2000 and the Metro Marine Modellers in the summer of 2000. It became apparent to him very quickly that he had made the right choice. Like most things he gets involved with he has gone from the novice

participant to fanatic participant in a very short period. His wife is now wondering if her admonition to get out of the basement was the wisest choice of words.

Larry was elected Commodore of the York Region Marine Modellers in September of 2001. The club, based in Newmarket, Ontario, draws its members from across York Region. The club races the Soling One Metre and the developing Victoria One Design classes on Tuesday and Sunday throughout the sailing season. The YRMM regatta scheduled is posted on their web site

<http://members.tripod.com/sail97/YRMM/>

and once in the site clicking on "Calendar" will get you to their sailing schedule. Larry is currently maintaining this web site as well as his other activities.

The CRYA would like to thank Larry for volunteering to complete Norm Patt's term as Treasurer/Registrar. We are confident that his skills will be a valuable addition to the CYRA executive team.

LEADING EDGE HOBBIES

731 Gardiners Rd.
Kingston, ON
K7M 3Y5

Tel: (613) 389-4878

Fax: (613) 389-5185

E-Mail: leadedge@kos.net

Website: <http://thor.he.net/leadedge>



*We carry a complete line of products
for the radio control sailboat enthusiast!*

**Pe-ka-be
Sails Etc.
Victor
Kyosho
Dumas
Pop-Up Manufacturing
Hi-Tec
Futaba
Airtronics
and much more!**

Store Hours

M-F: 10am – 8pm

Sat: 9am – 6pm

Sun: 11am – 5pm

We are a full line hobby store with a great selection of R/C kits, accessories, static models and a lot more. We pride ourselves in having the best service, price and selection in the area.

If you are not from Kingston, we will be happy to send your order to you.

"Come and see what's new in Hobby Stores"

Leading Edge Hobbies accepts all major credit cards!

Salford Quays

by Brian Chadwick

While on vacation in England, September 2001, I spent a most enjoyable Sunday morning with the Aston Quays Radio Yacht Club whose membership includes two ex-world champion skippers, Squire Kay and Barry Jackson.

The club is located on one of the docks of the Manchester Ship Canal at Salford Quays, an area that has been refurbished for recreational purposes. The docks are very deep - no weeds, and are bubbled all year round - no freeze, and no smell. One of the skippers lost an I.O.

M. in the dock - sunk, and has yet to recover it.

The fleet consisted of seven or eight international one meter boats. The designs varied from very slim - stilleto, to very wide - skifs, V3, etc. I had the opportunity to sail four different boats and confirmed what the club members were telling me, that the slim boats are great in light air but go flat when the wind comes up. The wide boats go very well in a blow and die in the holes. This leaves you with a choice, to choose a boat that

suits the conditions in your area, or own two boats - one wide, one slim or a compromise. In other words the usual dilemma. The commodore of the club, Dave Stewart, owns and sails a V3 (skif) that uses a 380 smart winch - the large one. This winch is very fast, very powerful and easy on batteries. After racing this boat, this winch would be my choice.

Thanks again to all the skippers at Salford Quays. If you are ever in Toronto, come sail with us.



Request for Nominations for “Canadian Radio Sailor of the Year”

by Ron Watts

In 1999 the CRYA instituted the naming annually of a “Canadian Radio Sailor of the Year”. The idea was well received and in 1999 Peter Van Rossem of the Kingston Yacht Club and in 2000 Ray Davidson of Metro Marine Modellers, Toronto, were deservedly named “Canadian Radio Sailor of the

Year” (See Canadian Radio Yachting, Winter 2000 issue, p.17, and Winter 2001 issue, p.19).

The CRYA now seeks nominations for “Canadian Radio Sailor of the Year for 2001”. Previous winners of the award are not eligible but will be called upon to judge the nominations. Nomina-

tions for 2001 with supporting reasons should be sent to the President, Ron Watts, by December 31, 2001. His address, fax number and e-mail are listed in the masthead of this issue.

Request for Hosts for 2002 Class Championships

by Ron Watts

The CRYA invites clubs who would wish to host one of the Canadian Class Championships during 2002 to communicate with the President before December 31, 2001 in order that a tentative schedule may be published in the Winter 2002 issue of Canadian Radio Yachting.

After approval by the Executive Committee, a final schedule will be published in the Spring 2002 issue. Normally, annual Canadian Championships have been held in the following classes: Marblehead, Soling US One Metre, and International One Metre. The hosts during 2001 for

these classes were respectively: Metro Marine Modellers, Toronto; Windsor Model Yacht Club; Metro Marine Modellers, Toronto; Royal Vancouver Yacht Club.

Selection of Canadian Entries for IOM World Championship 2003

by Ron Watts

In the President's Message in the Summer 2001 issue of *Canadian Radio Yachting*, the views of CRYA members were sought about the procedure for selecting the Canadian entries at the IOM World Championship scheduled to be held at the Royal Vancouver Yacht Club in June 2003.

The CRYA Bylaw adopted in 1997 (see *Canadian Radio Yachting*, Vol II, No 7, Spring 1997), section 10 states: "The top Canadian finisher in a Canadian Championship shall be entitled to be one of the representatives for Canada in world or continental events. Where places for Canadian participants in world or continental championships are limited and there are more applicants than places, Canadian representatives shall be determined by a process established by the CRYA Executive Committee."

In practice in recent years this has not been a serious issue because there have been more places available in world championships than Canadians applying. Thus at the only World Championships attended by Canadians in recent years, the IOM World Championship in Malta in 1999 was attended by two Canadians, including Peter Van Rossem the then Canadian champion, and the IOM World Championship in Croatia in 2001 was attended by three Canadians including Peter who was again at that time Canadian champion.

However with the IOM World Championship being held in Vancouver in June 2003, the picture changes. We are likely to have many more applicants than places. The number of places available is determined by the international body, the ISAF-RSD. According to their

rules, every country is entitled to a minimum of two places. Where vacancies occur because some countries do not take up their places, countries with more than two applicants are given additional places to make up the total of 80 entries. The allocation of these additional places is made according to a formula based on participation in previous world championships. Thus Canada will be guaranteed two places, but on the basis of participation in previous regattas may be expected to become entitled to between 4 and 10 places. The precise number will not be known, however, until the spring of 2003 when the first round of entries from other countries is tabulated. Because the Vancouver IOM World Championship comes relatively early in 2003, the CRYA will need to base its selection on performance during the forthcoming 2002 season. It will need to take account of the fact that we may be eligible for anywhere from possibly four to ten entries. But the process will need to be decided upon by the CRYA Executive (as prescribed in Bylaw 10) before the 2002 sailing season commences so that the selection process is clear to aspiring entries.

In response to the President's request in the last newsletter for CRYA members to submit views on the question, to date only one proposal has been submitted. Pete Levette, Keith Rodgers and Norm Patt of Metro Marine Modelers, Toronto have proposed that applications for representing Canada in the 2003 IOM Championships be requested in the next newsletter, that 3 places be allocated to Western Canada and 3 to Eastern Canada, and that if there are more than 3 applicants in any region, elimination regat-

as be held in a centralized location in the appropriate zone (the location to be determined later). Further, they suggest that an administration fee (amount unspecified) be required with a deadline (unspecified) for applications to be submitted.

I would invite any members of CRYA, and particularly IOM owners, to send in their comments or alternative suggestions either to the President, Ron Watts or the Class Secretary, Terry Double (see masthead for addresses, telephone and fax numbers, email) by December 31 at the latest. As required by Bylaw 10, the Executive Committee will then consider these and reach a decision on the process in order to announce it in the Winter 2002 issue of *Canadian Radio Yachting* and if appropriate, include in that issue an application form.

In considering the appropriate process, I would simply draw attention to the fact if the 2002 Canadian IOM Champion is not to be provided with an automatic place in the process, that will require a formal amendment to the CRYA Bylaws, a somewhat lengthy process. It will also be essential to provide a process which eventually ranks up to a dozen candidates since we may eventually be eligible in early 2003 for a number of additional places which may total ten or more and may be an odd number. Finally, it is worth noting that in the Canadian IOM Championships held in Vancouver this year (2001) there were three entries who traveled all the way from eastern Canada to participate in the event. In arriving at its final decision, the Executive Committee will need to take all these points into account.

A Short History of Medicine . . . Or, what goes around, comes around.

"Doctor, I have a headache."

2000 BC	"Here, eat this root."
1000 BC	"That root is heathen. Here, say this prayer."
AD 1850	"That prayer is superstition. Here, drink this potion."
AD 1940	"That potion is snake oil. Here, swallow this pill."
AD 1985	"That pill is ineffective. Here, take this antibiotic."
AD 2001	"That antibiotic is artificial. Here, eat this root."

Now hear this . . .

New rule books are available from Registrar Norm Patt. Cost is \$17.50 (includes tax).

Order yours today.

The Mini 12 Metre

by Terry Doble

At the Bay of Quinte Model Yacht Club sailing site, we have a perennial problem with weeds, not the lawn type but the ones that grow just below the surface of the water. They grab our Soling keels and slow or stop the boats dead, usually when you are out in front or in a good spot to challenge the reigning club champ.

This problem usually manifests itself around the end of June and we then have to search for a weed free sailing site. So far we have been lucky in finding alternate sites, but these ponds are quite often at someone's summer cottage or at a public park with the attendant problems of too many interested kids and parents — great for our sport but not conducive to serious racing.

We are not the only club with this problem. The Montreal and Ottawa sailors tell me that they are also bothered with weeds. According to Bernie Reed in Ottawa they have gone a long way to solving this problem. The solution is a boat that they have christened the Mini 12. Frank Scott, in conjunction with Bernie Reed, has designed and built a boat that because of its hull shape will sail unhindered through

weeds. What is more interesting is that with a few inches added to the backstay, it uses a regulation Soling sail rig.

Most RC sailors have heard of the East Coast 12, a very large and heavy boat that is popular in certain parts of the USA and Canada. I owned one myself for a while and was impressed by its ability to sail out of weed patches. I demonstrated this quality to my friends at the club but probably due to its size, 60 inches long and 23 pounds in weight, there was no interest. Now however we have a vessel of similar lines to the East Coast 12 but only 45 inches long and weighing in at about 15 pounds. The long sloping keel and tucked in rudder provide a smooth surface with no weed attracting protrusions.

After several phone conversations with Bernie and Frank, I was invited to visit Frank's establishment and take a look at his boats. I drove east on the 401 to the Ingleside turn off where Frank met me and guided me to his workshop a few kilometres north of the 401. Frank is a professional big boat builder who has also had a long time interest in model sailboats. The loft over his workshop contains many beau-

tifully constructed plank on frame models of Marbleheads, Schooners and a couple of International One Metres, just to mention a few of the designs that he showed me. They all displayed Frank's impeccable craftsmanship.

His most recent creation is the Mini 12 Metre. He made a plug and a female mould in which, to date, he has turned out close to 30 hand laid up fibreglass hulls. I was so impressed by the design and workmanship that I bought two hulls that he had just completed, numbers 25 and 26. I plan to build one hull as a racing version and am giving some serious thought to making the other hull into a schooner. The hull shape lends itself to the schooner sail plan.

Back in Belleville at one of our last sailing meets of the 2001 season, I showed off my Mini 12 hulls and there was enough interest among the group to give me hope that mine will not be the only one on the pond next year.

Below:

Terry's Mini 12 looking good so far.

Hope to see it sailing soon ... Eds.



International One Metre International Class Association Developments

by Ron Watts

At the IOM Championship held in Croatia in May 2001, the participants agreed to establish an ICA (International Class Association) and for this purpose an Interim Committee was elected with Lester Gilbert (UK) as Chairman, Don Martin (Canada) and Alan Hayes (New Zealand) as Vice-Chairmen, Rob Davis (USA) as Secretary, and Marco de Giuseppe (Italy) as Treasurer.

The Interim Committee has proposed that the IOM ICA have delegated to it by the International Sailing Federation Radio Sailing Division (ISAF-RSD) three major areas of responsibility: (1) the class rules; (2) organizing international events; (3) class measurers. The intention is that every IOM owner will automatically be a member of the IOM ICA. The ICA would be directed by its World Council. The World Council would comprise a representative from every country which has a recognized IOM National Class Secretary (NCS). To be recognized, an NCA (National Class Authority, i.e., CRYA) or NCS will have to agree to consult with all the registered IOM owners in their country, and to vote on the World

Council according to the wishes of their owners. It is expected that, in the short term at least, the World Council will comprise all the IOM Class Secretaries from each of the ISAF-RSD Division members. In the case of Canada, that would be currently Terry Doble, IOM Class Secretary, and the CRYA as the ISAF-RSD Division number of votes in proportion to the number of registered IOM owners in their country. The World Council would meet at least once a year by electronic communication. It is proposed that the ICA be run by an Executive Committee consisting of a President, two to four Vice-Presidents, a Secretary and a Treasurer. Each Vice-President would be chairman of a sub-committee dealing with one of the three major responsibilities of the ICA referred to above.

The proposals of the Interim Committee, which were released at the end of October, are set out in detail on the IOM Class Web site at

<http://www.iomclass.org>

There, click on History and go down to "A report of progress so far can be found [here](#)" Click on the "[here](#)"

Because the detailed proposals are too extensive to reproduce here, all Canadian IOM owners are urged to consult that web site for details. The Interim Committee is seeking feedback on its proposals set out there, and therefore all Canadian IOM owners are urged to send their views to Terry Doble, the CRYA IOM Class Secretary (address listed in the masthead of this issue) as quickly as possible in order that he may transmit them to the Interim Committee. Since the Interim Committee hopes to produce a final draft of its proposals if possible in December (although it has stated that it may delay this to ensure time for feedback), it is essential that all those who have views transmit them to Terry Doble without delay so that these may be passed on in time for the Interim Committee to take account of them.

Photograph below shows IOM Fleet at the Open Regatta held at Kingston Ont. September 15/16. Start of Race #22 using #2 Rig in a good sailing breeze.

Full report follows.



The International One Metre Open Regatta, Kingston

September 15/16, 2001

by Terry Doble

This year's IOM regatta, held under the auspices of the CORK organisation in Kingston, was a little different from previous years. Normally this annual event is also the venue for the Canadian IOM championships. This year the championship event will be held in Vancouver on October 20/21. The Kingston event was in the form of an open regatta.

The sailing site was the same as previous years, the Confederation Basin West in downtown Kingston. We were fortunate, once again, to have Ross Cameron and his team handle the race committee side of the event

Nineteen sailors registered but due to unforeseen circumstances, only fifteen made it to the start line at 9:30 on Saturday morning. Ron Watts was held up in Zurich and suffered from delayed flights as did thousands of others in the aftermath of the NY tragedy. Ron did manage to get to the regatta in time for the prize giving on Sunday afternoon.

With 15 boats the first few races were held in a light NE breeze on a windward / leeward course. Kingston sailor Henri Fierz won the first two races and had us all wondering if a new star was born. Unfortunately it seemed that the stress got to him and except for one third place in the eighth race, he remained in the middle of the fleet for the rest of the regatta but finished a well deserved 8th overall. He really had his Chinook going for a while. We had five races on this course until the wind did a 180 and Ross turned the course around, end for end as it were.

Racing fell into a pattern of three sailors, Kingston's Peter Van Rossem, Charlie Rutan and Jake Leo, both from Connecticut, slugging it out for the top three spots. By the end of the day Peter had won 8 of the 16 races, and Charlie 5. Although getting plenty of seconds and thirds Jake did not manage a win.

Charlie sailed an Ericca with Carr sails and Jake a Bantock Ikon with Bantock sails. Peter's familiar TS 2 sported a set of Bantock sails as well. Breathing hard on the transoms of the top three was Lana Butler manoeuvring her bright red "Little Wing" through the fleet at the windward mark.

Ross called for a lunch break at 11:30, and racing resumed at 12.15 on the same course with the SW wind steady at 5-8 mph. As the afternoon sun warmed us, sweaters were discarded and we enjoyed the fine September

everything, Cynthia Ormsby.

Sunday dawned bright, clear and cool. The keenest sailors arriving at the site by 8 am. for the 9:30 start but due to a fickle north wind, this was postponed until the wind settled in to its favourite SW direction at 11 am. The Kingston Thermal blew in around 2 pm. boosting the already strengthening SW wind to produce gusts in the order of 14/15 mph. By this time I was an interested spectator and watched the frenzied activity of a group of sailors changing down to # 2 rigs in the 5 mins. that someone had called for. Seven races were sailed on this second day. Ross called a halt at 2:45 pm giving a total of 23 races for the weekend

At a weekend regatta the order of final finishing seems to be more or less established on the Saturday provided, of course, plenty of races are sailed. Sail-

ors just a few points apart will, however, be battling for a place or two. And so it was that Peter Van Rossem had 7 more firsts, with Charlie and Jake fighting for second and third spots, and Charlie pulling ahead to get second place to Jake's third. Lana Butler was a well-deserved fourth with Dick Stanford close behind her in fifth spot. A gear failure in the twentieth race had cost him a DNF.

Wally

Schwenger was sailing a boat borrowed at the last minute and had rigging and tuning problems. Terry Doble was

plagued with radio problems which a radio and frequency change failed to cure and reluctantly had to pack it in.



From left to right ...

Bob Shea, Terry Doble, Joe Sanantonio and Wally Schwenger

Surveying the standings ... and they do not look happy for some reason!

weather. A total of 16 races were sailed before racing stopped for the day at 3:30 pm. We re-grouped at 7 pm. at the Kingston Yacht Club for a beverage of our choice and an excellent cornish hen supper organised by the lady who does

It was great to see the four sailors from Montreal, Andrew Livadaras, Adrian Budd, Bob Shea and Alistair Blackwood. In years Alistair was the most senior sailor attending, but is very young at heart. Dick Hein from Michigan sailed his chubby blue boat to sixth place, with fellow American Joe San Antonio in seventh spot. Marko Majic from Toronto had to quit sailing due to gear problems.

Back at the Kingston Yacht Club, Cynthia Ormsby finalised the results and handed out the trophies to the winners. After the usual socialising we departed and headed home to our widely separated ports of call.

Final Standings for the 15 contestants are as shown at right ...

SKIPPER	SAIL NUMBER	POINTS	PLACE
Peter Van Rossem	CAN 99	25	1
Charles Rutan	USA 175	42	2
Jake Leo	USA 100	68	3
Lana Butler	CAN 33	97	4
Dick Stanford	CAN 50	100	5
Dick Hein	USA 01	109	6
Joe San Antonio	USA 124	155	7
Henry Fierz	CAN 125	173	8
Adrian Budd	CAN 13	187	9
Bob Shea	CAN 91	187	10
Andrew Livadaras	CAN 02	194	11
Alistair Blackwood	CAN 63	205	12
Marko Majic	CAN 16	216	13
Terry Doble	CAN 55	234	14
Wally Schwenger	CAN 22	266	15



Obscuring the view of the Ramada Inn at Kingston are most of the competitors at this IOM Open Regatta.

Let's Race With The Rules

by Art Gorov

When we do our fun sail races, our normal layout is start/finish gate in the middle of the sail area, a windward mark, a reach mark, a leeward mark and back through the gate. We sail across the start gate on a beat to the windward mark. We take all marks to port finishing back through the finish gate on a beat to windward. Passing through the gate is not required when on the leeward leg. Boats rounding the leeward mark can take a port-tack or stay on a starboard-tack. The port-tack is often the fastest at first, but the boat must then go to starboard-tack to make the gate. The shortest beat is a starboard-tack as soon as you clear and with a little luck and high pointing, you may not need to tack again.

The question is if you are ahead of the fleet to the leeward mark and take a starboard-tack, who has the right of way – the boats running to the leeward mark, or the boat on the starboard-tack that is leeward of the fleet on a beat to windward?

We have had more bad hits on this single problem than any other and often it's the front runner that gets nailed by the back of the fleet.

First, let me respond and indicate

that it is of little or no consequence whether the boats are on a beat or are running to leeward. The rules of Part 2 govern the right of way because of the tacks and positions of the respective boats.

From the diagram that you submitted, it would appear that the boats heading to the leeward mark are either running, or on a very broad reach, on port-tack. That would mean that the starboard-tack boat heading up wind has rights under RRS 10.

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

Of course that does not mean that a boat can round the leeward mark, immediately tack onto a starboard-tack and acquire rights over the port-tack boats. The rounding boats must also remember the obligations imposed by RRS 15.

When a boat acquires right of way, she shall initially give the other boat room to keep clear.

If the boats heading to the leeward mark are also on starboard-tack, then

the boats would be overlapped since they are each forward of the other's transom (see Definitions). In that case, the boats heading towards the leeward mark would be the windward boats and would still owe right of way to the boat beating to windward under RRS 11.

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

Of course the lead boats would be subject to RRS 16.

When a right of way boat changes course, she shall give the other boat room to keep clear.

All of that being said, it still might be more prudent tactically for the leading boats to stay on port tack a little longer to reduce problems with the down wind fleet. As one of my fellow judges says, while you might have the right of way, being involved in a collision is really slow.

Keep 'em coming to
aguilatoo@earthlink.net

More of Let's Race With The Rules

by Art Gorov

Woe be unto the poor protest committees which try to do "the right thing" and end up with the dilemma that it turns out to have been incorrect. The following situation is one where the protest committee tried to remedy what it conceived as an error by the race committee, only to commit its own error and take away a regatta championship incorrectly.

The lead boat in the regatta became entangled in a large floating branch, had to be "rescued" and then finished the race. The race committee had seen the branch before the start, but left it where it was because it was certain that the branch would drift away from the course. Naturally, under Murphy's Law, the

branch drifted back onto the course.

The entangled boat requested and was given redress by the protest committee which gave him first place in the regatta. The next day when the second place boat learned of the grant of redress, he filed a "protest" against the race committee, which protest was summarily dismissed.

I have discussed your redress question with two other judges and we all agree that we would not have granted redress under the circumstances that you describe. The only grounds that could possibly have allowed the granting of redress would be under RRS 62.1(a). However a careful reading of the rule

would indicate that redress was not appropriate.

A request for redress shall be based on a claim that a boat's finishing place in a race has, through no fault of her own, been made significantly worse by (a) an improper action or omission of the race committee or protest committee. (emphasis added) First of all, if the Race Committee could see the branch, I must assume that the sailor could see it too. Therefore he could have taken action to avoid it. If he did not choose to do so, then the entanglement was not through no fault of his own and he does not qualify for redress.
Cont ...

I am sure that there was no provision in the sailing instructions, or invitation to race, that put the burden on the race committee to see to it that the course remained free of obstructions or to clear obstructions if any were observed. The race committee certainly has no such obligation under any of the Racing Rules of Sailing. Therefore the failure to remove the branch was not an improper action or omission of the race committee. Again no redress would be appropriate.

The action by the sailor the next day to "protest the race committee" was wholly inappropriate. There is no provision for ever protesting the race committee. After all, what penalty would you assess against the race committee if such a protest was successful?

The only action that could have been taken the next day was for the skipper to request redress under RRS 62.1(a) on the basis that the previously granted redress was an improper action of the protest committee. While the "protest" was

incorrect, I would have taken it as a request for redress and proceeded to hear it and act accordingly.

Remember that there are very few grounds for the granting of redress and that they are clearly spelled out in the rules. Merely feeling that the race committee could have done something differently is not one of them.

I hope that this answers your questions. Keep 'em coming to:
aguilatoo@earthlink.net.

Soling One Metre Rules

by Keith Rodgers, CRYA Soling Class Secretary

In the latest AMYA issue of *Model Yachting* (#124), five motions were presented for vote by Soling members. The voting was completed in October. The results are not yet available, but it seemed worthwhile to anticipate the implications of some of the key motions, should they be passed.

Motion #5 was a re-write, to varying degrees, of all the rules with the exception of the rule on sail material which was dealt with separately in Motions 2 & 4. Motions 1 & 3 were incorporated into #5 so members could reject #5 but vote for their inclusion separately. #1 dealt with spreader width and #3 dealt with sail numbering (accepting RRS rules). This was an awkward arrangement, but did address key issues as I see them.

Continuing with Motion #5, the changes to Sec. 2 - Standards - might exclude 'builders' other than the original manufacturer. The use of both words (builder and manufacturer) in this section might affect people who build Solings from kits for profit - they might be prohibited.

Sec. 4 - Spars - would specifically prohibit the use of balsa and plastics for mast booms. It also replaces the phrase 'solid wood or plywood' with 'wood or laminated wood'. They also listed a maximum mast length of 52" and maximum boom lengths of 15.5". I'm not

sure whether this is intended to restrict mast height as well. Nor is it clear whether it is intended to include the mast crane in this measurement.

Sec 5.3 - Mast Rigging - now includes a sentence allowing a maximum length of the spreaders to be equal to the beam of the hull at the mast, and permits spreader materials of wood or aluminum in addition to brass

Sec 5.5 - Wind Indicators - This section was eliminated, and seems to mean that no wind indicators can be used above the mast. No reason was given for its elimination.

Sec 6.3 - Sail Reinforcement - eliminates the 0.25" restriction on leech edge reinforcement. I guess we could make it 3" wide if we wanted to do so!

And now comes a major debate dealing with sail material. The following motions presented two opposing views on this subject - members could only choose to approve one or the other, unless they wanted to contradict themselves. This subject was left open in Motion #5.

Motion #2 specified 'woven cloth of polyester fiber only' and a cloth of 'weight of approximately 3.0 oz per sailmaker's yard'. This corresponds to the Victor kit dacron sails, or sails made from comparable cloth weight.

Motion #4 recommended eliminating the 3 oz weight specified in Motion

#2. Ostensibly it sought to legalize the sails of nylon that the manufacturer put in kits when his dacron sail material temporarily ran out (apparently 140 suites of sails). Essentially they are saying that this was what the manufacturer supplied and so it should be legal. What it really does is leave 1000+ suites of 3 oz dacron sails in question, with no proof that something lighter might not be better.

I voted for #2 and opposed #4 for two reasons: First, I found that when I received nylon sails in one of my purchases and examined them, I was not satisfied - and it was a simple matter to contact the manufacturer and have them replace the nylon sails with the standard dacron sails at no cost; secondly, while the movers of this motion say that boat speed is not affected by different weights of sail material, they didn't provide the proof of that. Since other new materials might walk through such a loophole, AMYA would be obliged to prove that each and every new material that came along presented no advantage.

This is a successful introductory one-design racing class. Let's keep it that way. Sailors who wish to experiment should consider more open or developmental classes to satisfy themselves.

The 2001 Canadian IOM Championship Regatta, Vancouver

October 19/21, 2001

by Allan Gardner

First, thanks to all the competitors and our new friends for making this regatta a truly great sporting event! On Saturday, October 20, 2001 thirty skippers assembled on the north breakwater of the Royal Vancouver Yacht Club to test their skills and boats in the 2001 edition of the IOM Canadian Championship Regatta. The RVYC opened their doors and their facilities to all competitors and spectators. Their warm welcome made everyone feel at home.

Feedback from skippers indicates that the racing venue worked well. In the weeks preceding the regatta a new landing, ramp and floating dock were installed on the north face of the breakwater. A total of 30 boats/skippers managed to navigate/circulate the ramp, etc., between heats with no major calamities. The elevation of the breakwater ensured that competitors had an unobstructed view of the racecourse and their boats.

For those of us who took a moment to look, the views of the majestic north shore mountains and the City of Vancouver were spectacular.

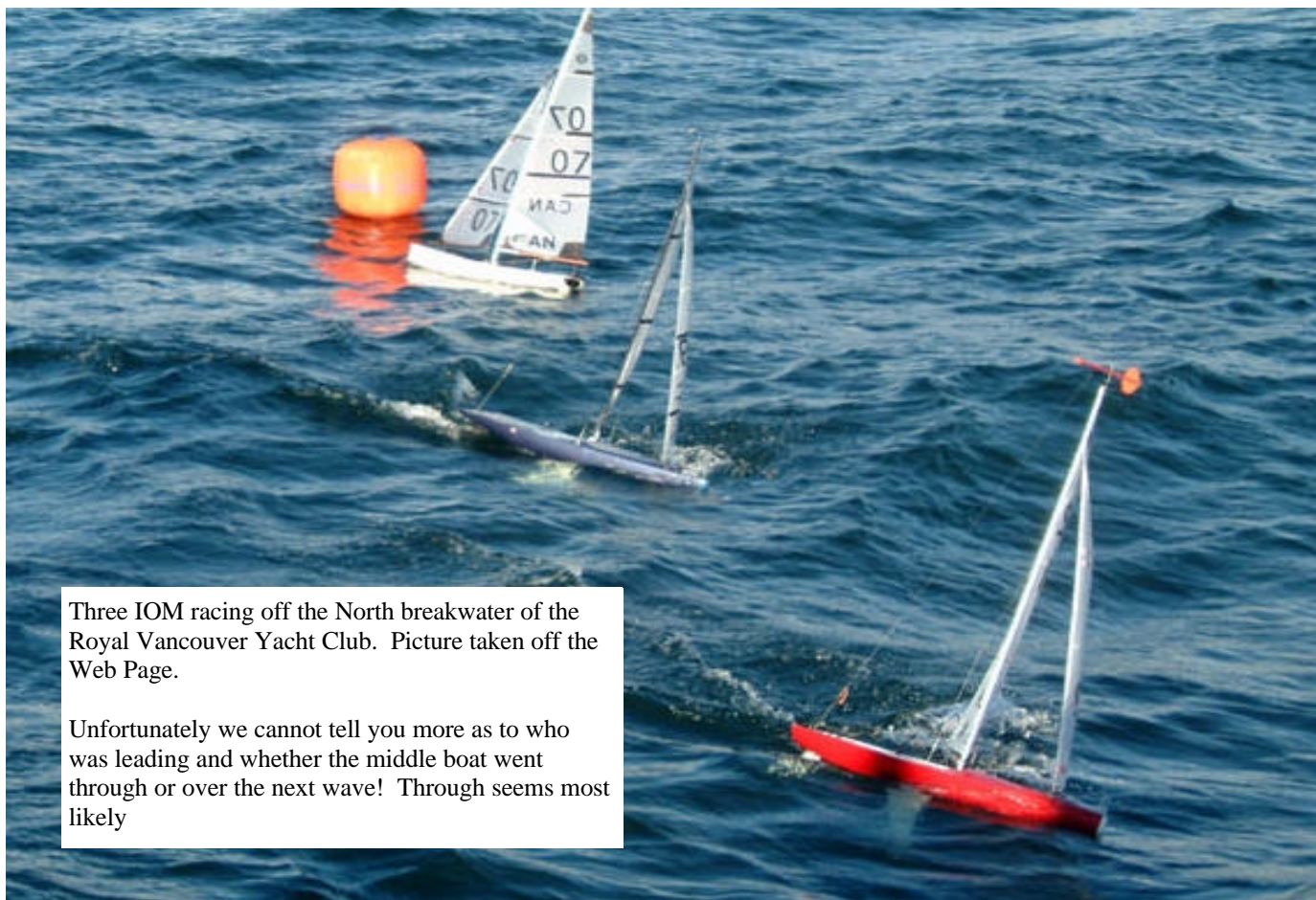
All boats were checked and measured for displacement, keel/fin weight, overall length, draft, and rocker. All boats presented #1 and #2 rigs for measurement. Several #3 rigs were measured.

The wind speeds varied over the two days with Saturday favouring #1 rigs and Sunday's higher transition wind speeds leaving skippers with the dilemma of which rig to use. The results of a wrong choice of rig became painfully obvious. The right choice only meant that you were back on an equal footing with the others who had done the same. For some, rig choice was luck (good and bad) and for others it was an educated decision. It seems that making the right rig choice is a critical skill that can be developed with practice and attention and

perhaps a modicum of courage.

While the tides at RVYC were not particularly strong, they were a factor that had to be considered in planning starts, first weather legs and the runs. What worked in one direction was not necessarily going to work in the other.

Now to the results! Steve Landau was first with 50 pts (Errica) CONGRATULATIONS STEVE! Don Martin 2nd with 53 pts (own design – MioMi). Another notable performance was Pete Van Rossem who recovered from a somewhat less than spectacular showing on Saturday to post an impressive overall performance on Sunday in the higher winds and waves that seemed to favour his TS2. Bob Sterne placed a credible 4th with his Chinook. Craig MacKey threatened throughout the event and finished a strong 5th. The outcome of this regatta was uncertain until the last race was completed.



Three IOM racing off the North breakwater of the Royal Vancouver Yacht Club. Picture taken off the Web Page.

Unfortunately we cannot tell you more as to who was leading and whether the middle boat went through or over the next wave! Through seems most likely

However, I think it is fair to say that Steve and Don provided the rest of us with an interesting and important lesson... **consistency pays!** At certain times in the regatta it seemed that a particular skipper or design was beginning to emerge as dominant BUT nope... the determining factor was consistency, across the full range of wind and weather conditions. Showing up for every start, and **flawless boat and radio equipment** seemed to be what was required. It helped if you steered the boat in the right direction, which Steve and Don did consistently well.

Eight races were sailed each day for a total of 16. Saturday was predominantly #1 rig weather. Sunday had boats doing well in # 1 and # 2 rigs. HMS system had two fleets with 17 boats on the start line. Total of 30 boats. Very few protests (only 1 written protest I think). The on-the-water judging system worked very well with boats

typically doing their penalty turn immediately and getting on with the racing. Good spirits and "Corinthian" behaviour prevailed throughout the event.

The race committee was outstanding (my opinion but I think everyone would agree). Very professional, friendly and with a firm hand managed to get the scheduled racing completed on time under some trying conditions (very wet on Sunday).

More racing is planned here in a pre-world's (2003) format. With no commitments made at this time, the notion is to run an event in 2002 at the world's venue and at the same calendar time to provide those wishing to become familiar with the venue and conditions an opportunity to do so.

And then there was Saturday night! Don and Annabelle Martin hosted a dinner at their home overlooking English Bay. The view was spectacular! The food was... well I am the wrong guy to

be discussing food, BUT it nourished the soul as much as the body. The BBQ Spring Salmon, the baked ham the... I have to stop here.... cause my mouth is watering and my keyboard is getting wet.

The contributions of the following people were invaluable in organizing and running the event: Janet, Sarah and John Kine, Marilyn and Brian Woodward, Ben Rusi, Baird McLean and the race committee and support people: David E, Dave W, Tina, Jason, Steve, Matt, Rob, and others.

Fair winds to all of the participants in the 2001 IOM Canadian Championship Regatta!

model hobby supply

division of 1233990 Ontario Limited

"Home of Cap Canada"

Specializing in Model Yacht Fittings

Cap Maquettes
Pekabe
Model Marine
Hardware
Sails Etc.
Hitec
Futaba
RMG Winches
& more !!!



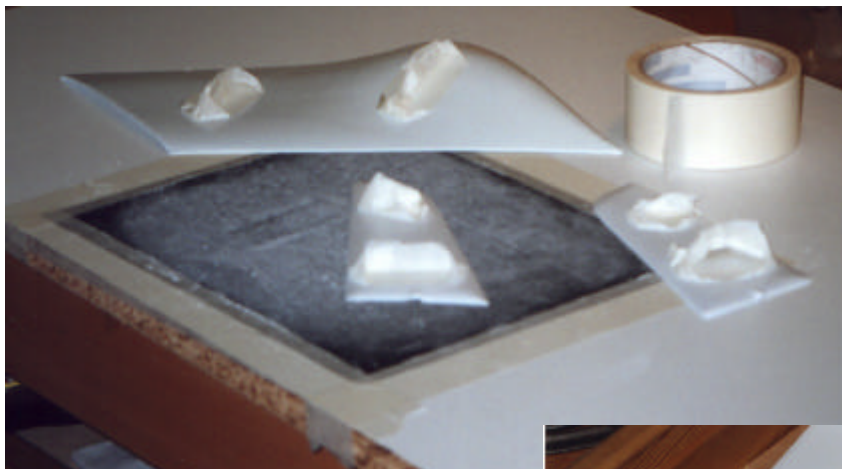
Shackle Blocks, Swivel Blocks, Double Blocks, Shackle Blocks with Becket, Shackle Blocks with Fiddle, Cheek Blocks, & Turning Blocks. Kicking Strap and Goosenecks, Carbon Masts, Mast Head Fittings, Spreaders, Swivel Hooks, Rigging Screws, and scale fittings for static display. Radio control a specialty.

183 Blanchard Way
Tecumseh, Ontario
N8N 2L9

(519) 727 - 4850
(519) 727 - 4844 fax
lancastr@wincom.net

Building a Competitive Soling—Insider Tips

By Keith Rodgers

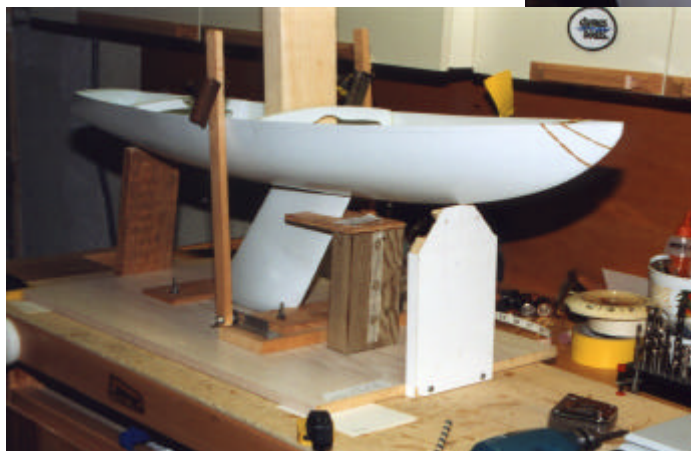


Flat sanding of the halves of the keel and rudder. A sheet of #600 grit paper is taped to a flat surface, and the pieces of the forms have 'handles' made of masking tape, to aid the gentle circular motion during sanding.

Epoxy (30-minute) bonding of the bulkhead to the hull. Fine pins hold bulkhead in line at the gunwale, then clamped. There is wax paper on the jaws of the clamps to prevent bonding of the clamps to the hull. Toothpicks taped to the hull keep the bulkhead in line with the positional marks near the bottom of the yacht during the setting of the epoxy. Waterproof (30-minute, not 5-minute) epoxy fills gaps better than plastic cement. Plastic cement can cause bumps on the exterior of the hull if too much is used.



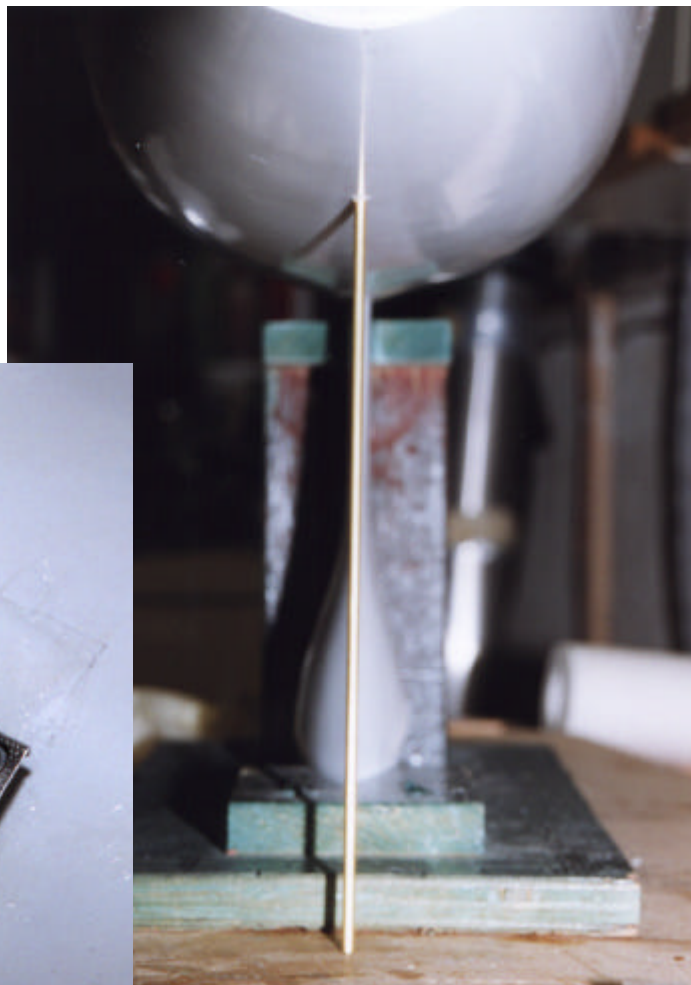
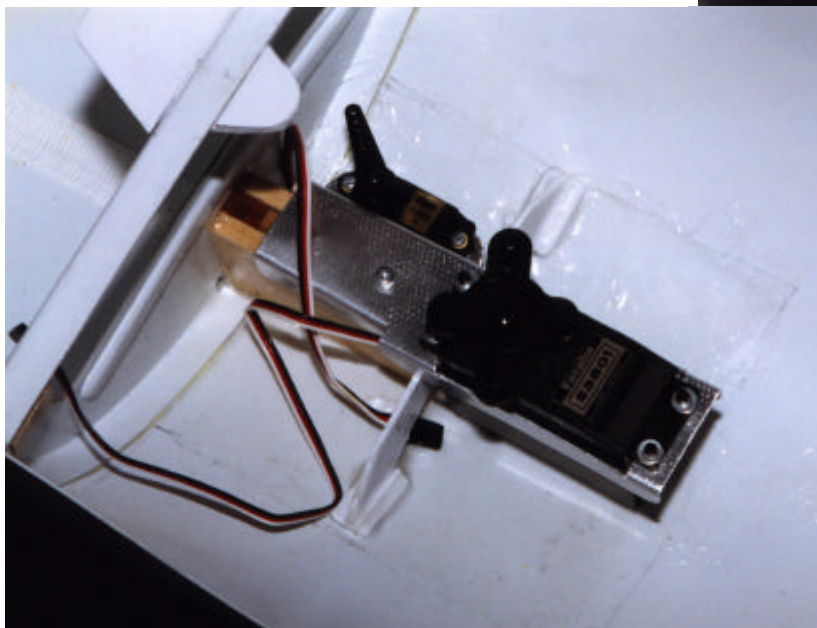
Keel block reinforced with Styrene strut. Note the fiberglass (1/2 oz.) reinforcement of the hull and of the hull/keel box joint. Make sure that the inside of the hull is thoroughly rough sanded where the fiberglass is to be placed (#80 sandpaper)



Bonding the keel and keel block to the hull. The 2x4 puts pressure on the keel block (it is braced to the ceiling) to ensure a tight fit.

On the right ... A long, straight brass tube of the same diameter as the rudder tube is put through the rudder bearing tube with the bottom end on the centreline near the level of the base of the keel. This tube holds the rudder bearing tube in line as the epoxy sets, thus better ensuring that the rudder and keel are in line.

Below ... A 1/16th in. aluminum frame holds both servos and is attached to the keel block with 1 bolt screwed into a threaded insert in the top of the keel spar. This attachment can only be used with a permanent keel.



STERNE SAILS – ALL CLASSES

Over 2 decades of winning experience in R/C Yacht & Sail Design

Fast Sails – Fast Delivery – Competitive Prices

Over 70 National, International, & World Championships

VIPER 10R, VIPER+ M, VENOM 1M, VENOM 36, CHINOOK IOM

6 hr. VHS Video Instruction Manual now available -- included in all Deluxe Kits

RIG & SAIL TUNING

VIDEO - \$29.95 US

VHS 100 MINUTES

BOB'S BOATYARD

*Specializing in R/C Racing Yachts
Kits, Sails, Masts, and Accessories*

**Street name
changed!**



Call Bob Sterne

604-461-2547 105 Blackberry Drive, Anmore, B.C. Canada V3H 5B4

Catalog available via e-mail in MSWord Doc format from rcsail@istar.ca

Check out our website.... <http://www.ionet.net/~mmyc/bobsterne.htm>

IOM - Technical Stuff

By Mike Gibbon with all the clever bits provided by others

Peter Levette brought to our attention a fine series of articles on the IOM Class of sailboats just recently published by Lester Gilbert in the UK.

(Editorial comment - this does seem to have become the "1 Metre Issue" of the CRYA Newsletter. That it should be not only reflects the current interest in, and the growing number of people attracted to, "1 Metres" whether they are Solings or IOMs, but also that these classes do also seem to attract the "writers" too. There are articles galore. As editors we are not going to complain on that score – if our readers feel that a broader scope for articles in this newsletter is needed then the remedy is simple – go forth and write!)

But back to Lester Gilbert. His web site is:

<http://ourworld.compuserve.com/homepages/lestergilbert/>

I found it by a Google search using "Lester Gilbert" – if you use other search engines then I am sure they will find it too – I just find Google thinks like I do – which is I offer not as a recommendation but merely as an observation.

Back yet again to Lester and his work on IOMs. Lester clearly approves of RMG winches and in one of his web pages describes how he has used them on his boats. I will quote from that page as an illustration of his work and also as not everybody on our circulation list has access to the web so this "review" then may also pass on a little bit of knowledge. Lester starts by saying...

"I've had two kinds of winch drum turned in my efforts to fine-tune the response of my RMG-380 sail winch at close-hauled. The RMG-380 (and, for the IOM class, the more appropriate RMG-280) has outstanding power and speed. I have my mainsheet post as low down as possible, and deliberately use the power of the RMG to "sheet vang" -- tighten the leech of the main at close-hauled when I want to. Please DO NOT try this with a Whirlwind, Futaba, HiTec, or ANY other winch!

I also have absolute confidence in the ability of the RMG to sheet in from a broad reach to close-hauled when the wind is right at the top of "A" rig within an instant. In fact, I've broken my servo tray proving it can do this. But the resolution and repeatability of the RMG at just off close-hauled is not wonderful.

The 8-bit analogue to digital converter of the RMG controller electronics provides for 255 separate positions of the drum over its travel of around 5 revolutions. If we call this a round 250 positions, we get 50 positions per revolution. If the drum diameter is, say, 28mm, then one revolution pays out about 90mm of line, or about 1.8mm per position. The problem is, although the theoretical resolution is 1.8mm, repeatability is about twice this value, around 3.6mm, and at close-hauled 3.6mm is a very significant difference. The winch electronics cannot (at present) do better. So it is necessary to have a drum whose diameter is less at close-hauled."

Lester on his web page shows then a couple of "snail" drums, which have an ever-changing drum "diameter". I have reproduced here (foot of the page) the

larger drum of the two shown as an illustration and from my reading of the article the larger drum has a maximum diameter around 2.2 inches or 56 mm which then gives a total travel of 600mm on the RMG winch. The smaller drum, which I do not show here but is shown on the web, has a maximum quoted diameter of approximately 28mm going down to about 12mm when the winch rotates to the close hauled range giving an overall sheet travel of 300mm.

Lester also illustrates two "step-down" drums that he has had made and a picture of one of them is provided on the next page of this newsletter. These "step down" drums have two diameters, a larger diameter to cover most of the sheeting range suddenly stepping down to a smaller diameter final section for the last few inches of close haul.

Step down drums are, in essence, "snail drums" except the transition from major to minor diameters is very abrupt and does not change progressively over the total sheeting range. Step down drums would seem a lot easier to make than snail drums but you as skipper would need to decide whether you wanted the



IOM - Technical Stuff

By Mike Gibbon with all the clever bits provided by others

advantages of variable rate sheeting over the full sheeting range or just wanted to have that function over the last bit of cloose hauled. Perhaps people like Allan Gardner (who has done similar things on the US 1 Metre "Connection" might offer his views on the relative merits and needs of the racing skipper.

The larger of the two step-down drums he discusses in his web article, the one shown here, provides for a total travel of about 550mm, having four turns at the 32mm larger diameter, and any remaining turns at the 12mm smaller diameter.



For all of these drums, the sheeting line is tied through a small hole in the drum at the fully sheeted-out position, at the largest diameter of the drum just where the channel starts.

Lester suggests a friendly lathe operator should be able to turn one of these drums for you to try. Now I should ask Dave Bowes here to comment but for myself I can only underscore what Lester then goes on to say ..

"I understand that it is an exacting and time-consuming process, though, so be sure he owes you a favour first"

Lester observes that you cannot use these "variable diameter drums" in a "closed-loop" system. That is where the line feeds around a complete loop via various sheeves (pulleys for the ex Brits) and then is wound back on to a second

drum section on the winch of the same diameter as the "feed" side so never having any slack lying around. Lester comments he has found that not to be a drawback and in fact prefers an "open loop system". "Open loop" is where the winch line is kept in tension through a length of elastic line and does not wind back on to a drum on the winch. He makes a good point in favour of open loop systems in that he says ...

"If the sheeting line is tied to the drum so that it is fully sheeted out on the run with absolutely no more line around the drum, then should the line jump off

the drum at any time, sheeting right out and then sheeting back in again always clears the problem". Lester's web page shows the two systems in diagrammatic form.

Having used closed loop on my AC Boat I have to be disposed to agree with Lester as I found running a full loop around under decks a pain. And also you still need to have some "elastic" in the system to cope with the fact that although the "feed" and the "take up" drums are of the same diameter that all changes as soon as you wrap line around either drum and so whether you like it or not you do have a "variable diameter drum" in any closed loop system unless you use a drum so large and so arranged that turns of line never get laid on top of another. Next time I will go "open loop" whether

I use snail or step drums – putting up with any "drag" the elastic line tensioner puts on the winch.

Lester also has a spreadsheet on his web page with a link given. Now I have not found anyway to put a hyperlink into a paper newsletter so you can click on to it and up it comes. So I am afraid you will need to go to Lester's web page and download his "Drums spreadsheet" which given the main boom sheeting angle, sheet attachment point and winch parameters sorts out all the details you need for the snail or step down drum.

This article by Lester concludes by discussing "sheet vanging" which he advises requires the use of a somewhat sophisticated radio set up with an exponential travel. Through this set up he gets a set up where the single sheet winch is able to effect the tensioning the luff of the sail as it comes to its full sheeted in position. This he claims gives him 3 separate close-hauled trims corresponding to "pinching", "normal" and "footing". Each then has a different amount of twist pulled into the mainsail with just a small change in sheeting angle.

I found Lester's web pages very enlightening and useful. Anybody wishing to be competitive in the IOM class has clearly got to work hard on the details of boat set up. One may be limited to just 2 channels in this class but that serves more to complicate than simplify set up if the very best of sail trim is desired ...

URL's Required.

In the next issue of the Newsletter I plan to provide a listing of useful and informative web pages related to Model yacht Radio Controlled Sailing.

For that I need your help ... send me the addresses that you have found useful and I will categorise them and print them for all to enjoy—on your own computer or at the nearest library or where ever web access is to be found. My email is now: .magibbon@cogeco.ca



Canadian Radio Yachting Association

MEMBERSHIP APPLICATION 2001

NAME _____

ADDRESS _____

CITY _____ PROV. _____ POST CODE _____

PHONE () _____ E-MAIL _____

CRYA # _____ RENEWAL _____ NEW MEMBER _____

CRYA # for 2nd member, same address _____

CLUB NAME _____ CITY _____

ANNUAL DUES \$ _____ \$15 (2nd. Member – same address \$7.50 _____)

CRYA PINS \$ _____ \$5.00 each, 5 for \$20.00

TOTAL \$ _____ Make cheque or M/O payable to CRYA .

LIST NEW OR TRANSFERRED BOATS

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

Fee \$5.00 for each new or transferred yacht \$ _____

TELL US ABOUT YOUR “FLEET”

Class	Sail #	Class	Sail #
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

“Honourable Mention” will be awarded to the skippers with the largest fleet, and “Condolences” for the partners of these same folks.

Make cheque or money order payable to CRYA and mail to :
Larry Miskie, 46 Henderson Drive, Aurora, ON Canada L4G 3L2

Please include a stamped, self-addressed envelope so that we can reply to you more quickly.

Signature _____ Date _____