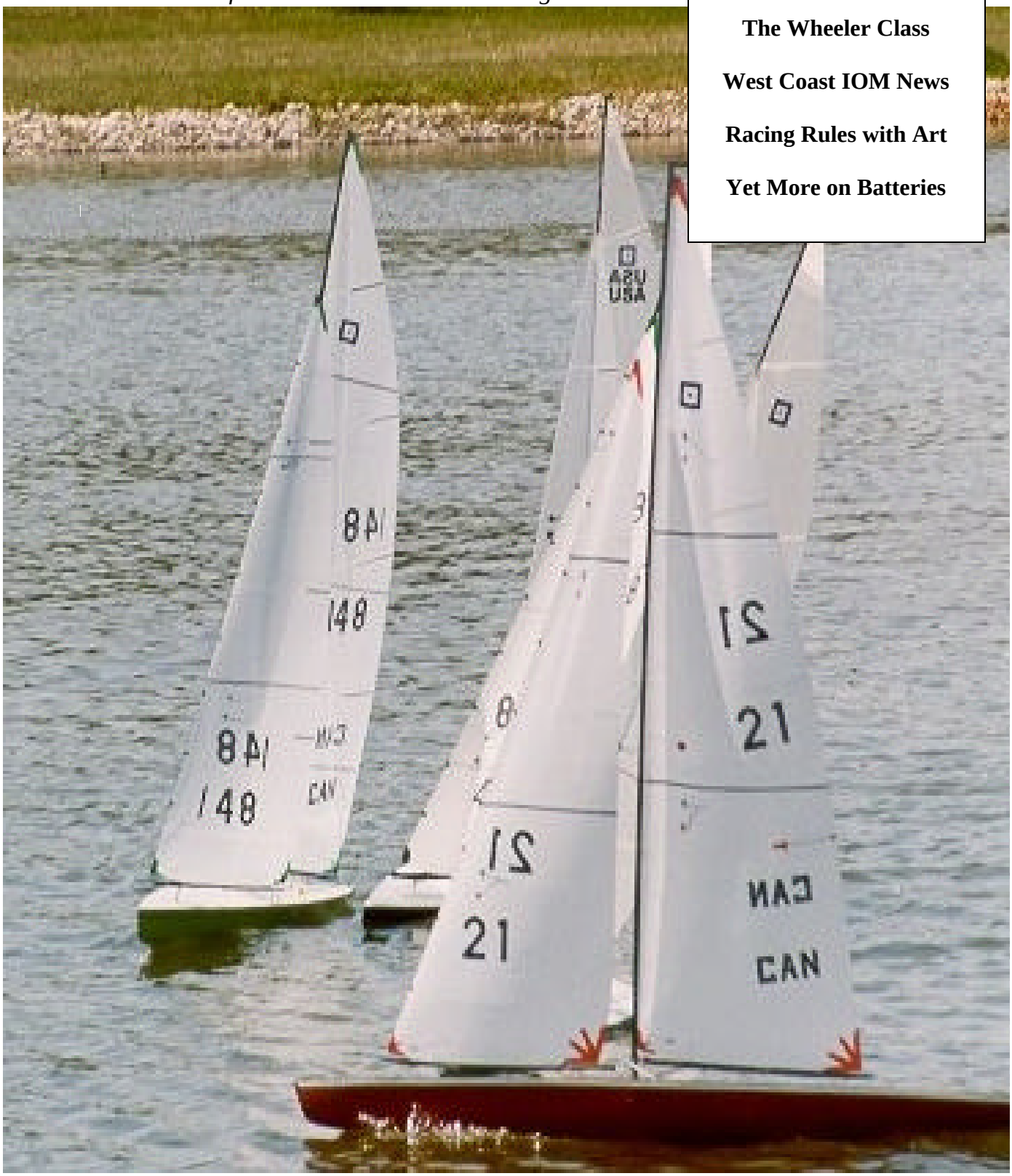
Canadian Radio Yachting

Spring 2001

The Publication of the Canadian Radio Yachting Association

In This Issue



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

Wheeler Class boats in some tight racing as they converge on a mark. Are there four boats, or five ?

Not heard of the Wheeler Class? Then for more details on theses large one design boats see the report from Peter Gilding on Page 5 of this issue.

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 seconders) 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

The President's Message

By Ron Watts

As I write this in mid-April, the ice has at last gone out in the Kingston Harbour, and we are getting excited about a new radio sailing season. Elsewhere, reports from the west coast indicate that a regatta for the I.O.M.s has already been held this spring on the west coast. This is a time of renewed radio sailing activity.

This issue includes reports on the approved schedule for the Canadian radio sailing championships in various classes for 2001 and on events planned for the coming year. To assist our editorial team of Ray Davidson, Norm Patt and Mike Gibbon, who have been doing a superb job, I would urge all clubs who have not yet done so to report their plans for 2001 for the next issue and as they occur and to send in reports and pictures of their activities. Also don't forget to keep Lana Butler at lalift@king.igs.net who runs our CRYA website informed. CRYA members enjoy reading about radio sailing activities in other ports of the country.

At the beginning of the new sailing season I would also urge all who have not yet done so to renew their memberships in the CRYA promptly. Norm Patt, our Registrar/Treasurer, reports that renewed and new memberships are running ahead of last year, but a number are still due. The primary purpose of the CRYA is to promote all aspects of radio sailing in Canada, but its ability to do so depends upon the size and healthy interest of its membership. Completed forms and cheques for the modest dues of $15 for memberships and $5 for registration of new and transferred boats should be sent to Dr. Norm Patt, CRYA Treasurer-Registrar, 32 Woodhaven Cres., Whitby, Ont. L1R 1R6.

In mid-May, Canada will be represented at the International One Metre World Championship in Croatia by three competitors: Peter VanRossem, Kingston (Canadian Champion 1997, 1998, 1999 and 2000), Dick Stanford, Kingston, and John Kine, Vancouver. We wish all three good racing and will look forward in the next issue of Canadian Radio Yachting to a report in their exploits. Don Martin who is heading up the organization of the 2003 I.O.M. World Championship at the Royal Vancouver Yacht Club will be at the Croatia championship as an international judge, giving him an opportunity to observe the organization there.

Recently, I received a suggestion from Bill Glover of Metro Marine Modellers suggesting that the CRYA consider standardizing the dates for annual championships. This might make local scheduling and planning easier, enable local planning of tune-up races preceding the championships, and help individual holiday planning. At the same time account may need to be taken unrelated local circumstances such as availability of venue and motel space. A decision would need to be made in the autumn, but in the meantime I would invite members to express their views by sending them to the editors of the CRYA newsletter for publication there.

CRYA Measurers

By Ron Watts

In order to ensure fair racing, we are dependent upon a small group of dedicated volunteer measurers who certify that each boat meets the requirements of the class rules. The current CRYA measurers are Don Burton and Peter VanRossem in Ontario and Doug Gilbert and Blair VanKoughnet in British Columbia.

With the growing number of radio sailboats ,an issue that has arisen lately is the need for more measurers and the appropriate procedures for appointing them. In terms of qualifications measurers must be CRYA members, and endorsed by the relevant CRYA Regional Director. Prospective measurers will then undergo instruction from one of the current measurers or the Executive Secretary of CRYA (Bob Sterne), who will then indicate to me when the prospective measurer is qualified to serve as a full-fledged CRYA Measurer carrying out measurements on their own.

There is an additional qualification that will now be required as a result of the new ISAF Equipment Rules of Sailing (ERS) which state that all measurers will have to be recognized by our parent body the Canadian Yachting Association, of which the CRYA is currently an affiliate member equivalent to a class association. Consequently, for our current measurers and any new measurers, the President of the CRYA will need to obtain the formal recognition of the CYA which the ISAF recognizes as our parent body. I am currently in the process of establishing the arrangements for that.

In the meantime, may I urge all who might be interested in volunteering to perform the much needed task of measurer, to write to me direct. I shall then consult the relevant CRYA Regional Director for Endorsement and arrange for the appropriate instruction.

Regatta Reports

By Ray Davidson & Mike Gibbon

As the regatta season approaches may we suggest the perfect report has...

Enough written for a full page.
Results sent in a table form which gives skipper's name, final position and sail number as a minimum ...in addition some details of the boats sailed are much appreciated by many readers.
Photographs but please with captions so we know who/what was photographed and finally please take care with group shots to check the background—water behind is good and handy afterwards for the regatta winner to take in a celebratory swim.

Registrar's Musings

By Norm Patt

We would like to know what boats you have. Please indicate when registering the boats in your personal fleet so that our class count is up to date, and we will know if there are actually enough registered boats to sanction an Annual Class Championship Regatta.

You may be interested to know that presently the award for the largest fleet goes to … **Doug Diet #306**. Doug - where do you store them ???

On another topic the Executive will have to reconsider the question of annual membership fee. In particular the cost of mailing especially for the Newsletter, ever increases. We need to reduce costs here—and not producing newsletters that get sent back to us by Canada Post as "undeliverable" is one cost saving we could make. Please read the "Lost Sailors" notice elsewhere in this newsletter and advise me if you cast light on these people.

We might be able to forestall the fee increase for a year by begging, or perhaps even insisting, that members include a stamped self-addressed envelope with their annual membership renewal.

We will notify the membership at a later date if we find ourselves forced to increase fees to balance the books.

Finally—thanks to everybody for the understanding and support given me during the time of our computer problem last fall and during my recent illness(es).

Battery Connections

By Mike Gibbon

Alastair Blackwood and I have been in correspondence on the use of spring loaded holders for receiver battery packs and how best to add a 5th cell when you get 4 cell packs as standard. I thought later that this interchange might have some interest to others and so the gist of my reply is given below.

I solder my cells together. I found in my testing earlier this year that the voltage drop on a spring contact was noticeable ... certainly at the higher currents that you can get when a winch is pulling in the sheets. Soldering I have always felt was more reliable too ... my transmitter uses spring clips and it is not unknown that I have to clean off the contacts from time to time, wiggle the cells around etc. So I would most definitely solder rechargeable cells over using spring clips when you do not need ever to remove them – well not for years anyway.

Some of the NiMH cells I bought at the Toledo Model Show had tabs and of course some did not ... for me that was not a real problem since I have found it pretty easy to solder to cells. I have a 42 watt soldering iron which is not really all that large and find it very easy to get a good connection in just a few seconds. What you need is an iron with a sensibly wide tip, not something like a rapier point. But again nothing really special - the tip on my iron has a small chisel shape on a diameter of just over 1/8 inch. There are far bigger irons, ones with even a "hammer" tip (a "T" tip) to really keep the heat concentrated but I have managed with my very ordinary iron. Just give the iron plenty of time to warm up and recover between doing each cell end. Make a jig to keep the cell firmly upright so you are not chasing the cell you are soldering all over the work bench.

Cut the connecting wire to length and "tin" the ends prior to the actual soldering. Apply iron and solder to cell and hold for a few seconds (less than 5 seconds in my experience) until end of cell has been "tinned" too. Then get wire and re-apply iron plus wire to this tinned "blob" you have just put on the cell end ... as soon as solder flows nicely then remove iron and allow solder to solidify and "presto" you should have a nice, low resistance connection. You might want to experiment first on some old cells, or on some cheap alkalines ...

Move to next cell, repeat process to connect next cell in series to the other end of first wire and so on.

And use wire of reasonable cross section ... I have been using copper stranded wire that measures just a bit over 1/16" over the insulation ... actually 0.070" diameter and the copper wire in that measures 0.045" diameter. For an easy reference then my copper core (made up of many strands) is about the same diameter as Futaba servo connection measure over the outer insulation – so I am using quite lot lower resistance wire than the regular "off the shelf" servo connector would provide.

I make up the 5 cells as 3 flat and then put the other 2 in a second layer - gives me a chunky pack rather than a flat pack but it is more stable that way. I rubber band the pack together as I solder the cells up and then finally tightly wind plastic electrical insulating tape (about 1/2" wide) over it all. I wrap from one end with each tape lapping over the next by about half width and then finally around the ends. This will have trapped in the two wires leading to the plug to give good strain relief.

Trust this helps and thanks again to Alastair Blackwood for prompting this particular interchange, and thanks again to a number of other people that also called me after on my original article.

2000 - 2001 Prairie Report

By Peter Gilding, our Rocky Mountain Reporter

Hello all from Calgary. After speaking to several members of our group here it was decided that we needed to "report in" to CRYA HQ and after a quick phone call to Ray Davidson, who confirmed the same, we are filing this report.

The year 2000 brought another ACCR to Calgary. This was the Wheeler North Americans. The two-day event was held June 5/6 with tuning on the Friday. We had 7 boats show for the event with skippers travelling from as far away as California.

The Wheeler is a One Design AMYA class boat, 79" LOA, displaces 30 lbs., and carries 2000 sq. ins. of sail. Its size may seem disconcerting to some, but Wheelers are happy sailing in anywhere from 2 to 25 kts of breeze, the bone in her teeth just gets bigger (along with the smile on the skipper's face) as the wind comes up. The rudder control of these boats is also legendary amongst those who sail her, precise and instantaneous at all times.

The US sailors that travelled to the event did so with some trepidation. Most of them sail in light air at their home locations, and they had all been pre-warned to expect very heavy air coming to Calgary as the prairie winds here can howl their hardest in May and June. But, as with most things to do with the weather here, the expected winds did not materialise. Most races that were sailed over the 2 days were in very light, shifty breezes. The Americans, therefore, felt right at home !

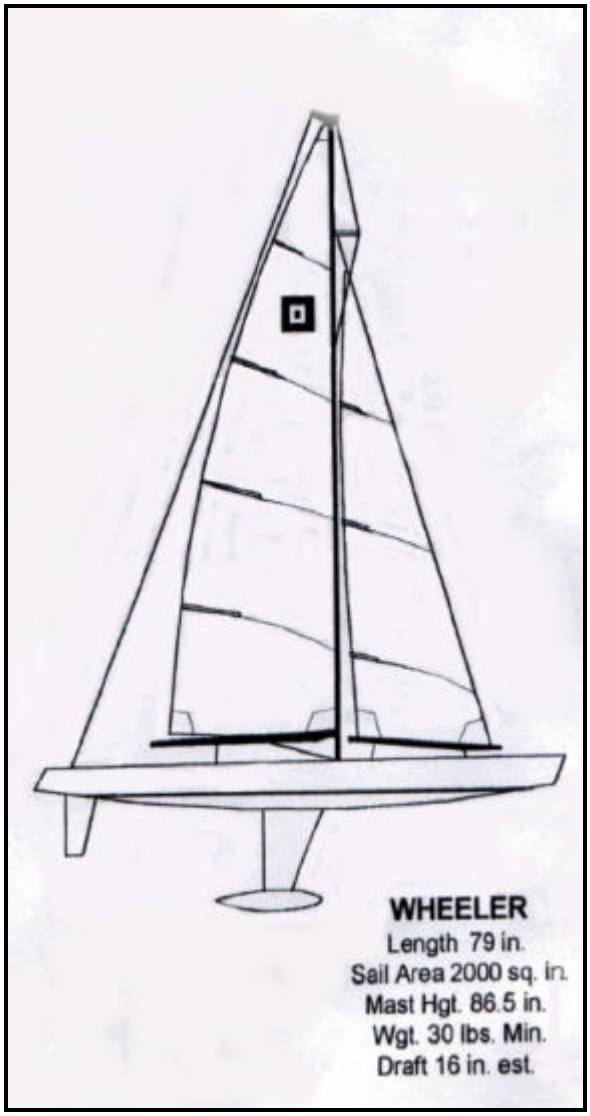
But at the end of the event on the second day, two Canadians held the 1st and 2nd spots, our own Gordon Stout (1st) and Ralf Southwell (2nd). George Rebeiro from Watsonville, California placed a very close 3rd. It was two days of very intense racing, and as soon as the boats were packed up and the shaking of hands completed, the wind settled into a very nice and steady 15 kt breeze !!! A special thanks to Cheryl Stout for score keeping, running a nice lunch both days, and generally making it all happen. It was a great start to our 2000 season.

The ODOM remains our club boat and all our members have one. We race every Tuesday night, and try to meet every 3rd Sunday for a day race. The ODOM has been very successful here. There are 25 plus boats in the area. It's a winner in this area for many reasons, mainly its fun factor, and it's a great one design racer and it's tough. My own boat (just sold to a new member who simply could not wait to get into the water) is the oldest in the fleet. It's hull number 34 and was built for the 1994 season. It is still going strong. I put new sails and a new vang on her for the 1997 Raceweek ACCR, and replaced her sheets in 1998. So 2001 will be her 7th season. Her new owner (Lee Depoule) sailed her to a 3rd place finish in one of his first Tuesday night races. At last count, that I am aware of, there have been over 500 ODOMs sold. It is a great overall design.

In 2000 our pond developed a weed problem. In previous years, the weeds did not develop until the end of August or early September, but by June 30 the pond was choked. We were unable to race our keel draft boats there after that, and had to move to a new venue, a local reservoir. We shared this with full-sized sailboats which had the occasional exciting moment. To combat the weeds this year several ED-12s were built over the winter. We will have 4 on the line to race when the weed monsters attack. In reading the previous CRYA Newsletter, we are not alone when it comes to this problem. However, we will be looking for other venues to race our deep-keel boats. Within our group there are a few 10-raters, M's and Santa Barbaras, and these boats need a weed free environment. Also, there is a lot of interest in IOM class here as well. Gordon is building one now, and several of us plan to follow suit.

Speaking of our Gordon Stout, he had a busy 2000 season ! After placing first on our Wheeler ACCR, he went on a family holiday to California in September. During his trip he sailed in both the IOM US finals and the ODOM ACCR the following weekend. After placing second in the IOM regatta, he secured first at the ODOM event. A great showing, and it's great when you see the race pictures showing a boat with CAN on the sails crossing the line in first place time after time.

On that note, have a great 2001 season and if any of you are in Calgary, please give us a call !



Close Wheeler Class Action—see Prairie Report for details.

IOM Interport Regatta Vancouver 2001

By Don Martin

What follows is a brief summary of the April 21/22 weekend's activities written, of course, from my always unbiased perspective. First of all, the thank you to many people:

1. Barry and Kathrine VanLeeuwen for hosting a spectacular evening in their fine home on Saturday night and for helping with the billeting of our guests from overseas. If you missed the party, you missed out big time.
2. Brian and Marilyn Woodward for Marilyn's help on Saturday with the registrations and scoring and for Brian's great work on Sunday handling the marks and the mark boat.
3. Sue Foley for helping with the registration and scoring both days – great job.
4. Ben Rusi for stepping up to the plate and doing a great job as our Race Director on Sunday.
5. Alan Gardner and Baird McLean for looking after the marks for Saturday's racing.
6. To all of you that I have left out - thank you for your contributions to our event.

The Racing

Starting out with a thank you for your patience and understanding as we learn how to run R/C races on English Bay. We are making progress on this front thanks to all you guinea pigs. I know that by the time the Canadian Nationals roll around next October, we will almost have it right and by the time the Worlds arrive in 2003, we will have the best R/C racing venue in the world.

What did we learn? On both days we learned that most of us have a lot to learn from the experienced R/C sailors in our fleet. Burnaby Lake is a great spot for R/C sailing and Saturday showed off the lake to its very best! On Saturday we scored 23 races out of about 30 in total. We should have had fewer races and spent more time coming in to the dock and trying out different settings on our boats. Our two day event format of "practice Saturday, race Sunday" is well-suited to the practice concept. It was apparent Saturday and especially on Sunday that the old adage: "to finish first you first have to finish" is alive and well on the R/C sailing circuit. Almost every boat had some type of equipment problem on one or both days. Keeping an R/C yacht alive and well in its harsh environment is a big part of the challenge of R/C racing.

I should mention in passing that we have been working on what we call the "Island Concept" for running major R/C events in English Bay. Under this concept you sail from an "island" stationed some distance offshore. The island could be a boat, a concrete dock or a floating barge. We are convinced this will provide the best R/C racing available. The island can always be stationed in the centre of the course for maximum visibility. The first leg can always be a reasonable length upwind beat. Major shore effect wind disturbances can be avoided. With well-planned facilities access to boats for between race tuning is almost instantaneous. We know we have a long way to go in perfecting our concept and if you have any comments or suggestions, please drop me a line so we can continue to improve our events.

Back to the Regatta

After practice on Saturday we managed to get off 14 races on Sunday, not far off our dream goal of 20. The first few races were held in a very light southerly and Bob Sterne, sailing his "Chinook" design, stepped out to a commanding lead in the first 5 races with 3 firsts and 2 thirds. Well behind, scrapping for 2nd place, were Barry Van Leeuwen, Brian Woodward and myself. In the afternoon the wind picked up from the east. Surfing was the name of the game as the fleet flew along at the top of #1 conditions. Upwind keeping the boat sailing fast and straight through the waves was the determining factor.

Bob's Chinook was still fast, but she couldn't quite hang on to the wider Image designs. The most impressive boat on the course in the stronger winds was Baird McLean's Connection 2001, sailed by her designer, Allan Gardner. Baird tuned the boat for the strong winds and Alan sailed her superbly producing 4 firsts, a second and a third in the last 6 races. The Connection has been regarded as a light wind flyer and to see her perform as she did at the top of #1 conditions was truly impressive.

At the end of the day the all round performance of my Image, "Miomi" dragged me through to the top of the fleet. Bob Sterne was one point back in second spot. His massive lead from the first five races was slowly whittled away in the later, strong wind races. Third place went to the Connection design. In the "if onlys" department, but for a couple of bad races early on in the light and shifty going, Baird McLean's Connection could easily have taken the series. It was good to see that design diversity is alive and well in the IOM class – the top three positions went to three very different designs.

I have one other observation from a quick look at the score sheet - The DNF department. If we take the 70 scores of the top five boats, only 3 of the 70 were DNFs. If we take the 70 scores of the bottom 5 boats, 34 of then were DNFs. The lesson here – all you needed to do is to finish every race and you would be in the top half of the fleet.

And a final thank you to all our Island guests who made the trip over to sail with us. We look forward to sailing with you again soon, and be sure to keep the Canadian IOM Nationals on your dance card for Oct 21st and 22nd.

IOM Interport Regatta Vancouver 2001 … cont'd

By Don Martin

	SKIPPER	SAIL	FREQ	RACE 1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	TOTAL
1	Don Martin	88	70	11	2	2	4	7	1	2	1	2	2	#	3	1	1			2			30
2	Bob Sterne	1	27.1	1	1	1	3	3	6	1	2	7	3	4	2	4	4			4			33
3	Baird McLean	6	66	3	9	6	2	6	9	7	6	1	1	1	1	3	2			4			43
4	John Kine	93	63	6	3	7	1	5	3	4	7	6	3	3	5	2	3			1			45
5	Alex & Sue	69	89	11	5	4	7	8	8	8	3	3	6	2	4	5	6			4			65
6	Brian & Brad	85	71	2	4	5	6	4	2	6	5	#	5	5	#	#	#			3			69
7	Arch & Jan	63	77	7	7	#	8	9	4	3	4	4	4	6	#	6	5			4			71
8	Barry VanLeeuwen	5	67	4	6	3	5	2	7	5	8	5	#	#	#	#	#			4			82
9	Alan Gardner	7	81	5	8	#	#	1	5	#	#	#	#	#	#	#	#			4			133
10	Peter & Milt	9	84?	8	11	#	#	#	#	#	#	#	#	#	#	#	#			#			162

Racing
On Burnaby Lake BC.

Above
Don Martin's #88 leads the fleet away from the start. Bob Sterne's #1, finished second in the regatta, is a boat length astern here and Baird McLean's #6 is just coming up to the line for this start but finished third in the regatta.

To the right
#78 (skipper not identified) leads the fleet away with Don Martin's #88 hiding down to leeward and both Bob and Baird also in the thick of it.

Winter Sailing In Florida

By Terry Doble

Once again this winter I was lucky enough to spend three months in Florida sailing two or three times a week with my friends at the Golden Triangle Model Yacht Club. This was the sixth winter that I have sailed with them and over the years the fleet make up and size has changed considerably.

In 1996 when I first arrived at the pond with my Soling I was overwhelmed by the large numbers of EC-12 s. Since this was my first year of RC sailing I learned a lot from these experienced sailors who also persuaded me to come back next winter preferably with an EC 12. I bought a fibreglass EC-12 hull from Skip Hickman on the way home and built a boat during the summer using Bob Wells excellent book on how to do it.

In the winter months of 1997 /98 I learned how to tune this tricky-to-tune boat, but was not really comfortable with it. Its one great attribute as far as I was concerned was its ability to sail through weeds without being brought to a full stop. I brought it home to Canada that summer and demonstrated its ability in weeds to my Soling friends at the Quinte model yacht club in Belleville. Although they were impressed, no one rushed out to buy one. About this time I discovered the International One Metre at the Kingston club. I bought a " Fast One" hull from John Rizopoulos and started work on it during the winter of '99 in Florida.

To cut a long story short, since I started sailing my IOM (now a Little Wing) with the Florida club, three more boats have been built or purchased and we expect there to be at least three more next winter. Our fleet is growing nicely.

The Soling fleet is also growing. Bob Crane has built several boats for other people so there are usually about 8 or 9 out on a Saturday. A solitary Marblehead and a Wheeler make up the rest of the fleet. We are occasionally treated to a view of Thom McLaughlin's beautifully built wooden classic Marblehead.

My good sailing friend, Charlie Rutan a snowbird from Connecticut, took a drive over to the east coast to check out IOM activity there. He found a thriving fleet of 13-14 boats sailing at Coconut Creek just north of Fort Lauderdale. Prime mover behind this activity is John Rowley who also has a web page with some very interesting IOM info re various designs and prices. It's at www.cruiseassociates.com/iom. Check it out you'll be amazed. We are hoping to be able to organise a regatta or two next winter between our two fleets.

One sad note on all this activity is that Marblehead racing is on the decline due, it seems, to the advent of the Skalpel that very expensive German design. Not everyone wants to pay the price to win races. On the bright side, some of the M sailors are switching to IOMs.

My high point of the winter was a sail and a race against Stars and Stripes on True North out of St. Maarten. This was part of a cruise that I took on the SS Norway from Miami to the Caribbean. Even better, our boat won !. I read with special interest Heather Ormerod's article in the winter issue. It was everything she said it is.

Let's Race With The Rules

By Art Gorov

I have seen many right-of way problems arise when boats are sailing downwind, especially when they are sailing on different tacks. I received a good question on the subject and I thought that my response might be of assistance to all of you in understanding your rights and obligations in that position.

Question:

We had rounded the upwind mark and were sailing directly, more or less, for the downwind mark. I was slightly faster than my opponent and steered off to his right to try and pass him. When I neared the point where we were almost side by side, he suddenly veered toward me claiming that he was on starboard tack and I was on port tack, as indicated by our main booms, (These are schooners running wing and wing.) and that I had to make way for him. The violent manoeuvre caused me to make a similar violent manoeuvre to avoid a collision and resulted in me cutting off another boat to my starboard side. Is he correct in his interpretation of the rules that he, as a boat on a starboard tack going downwind, can force any one else not on the starboard tack to avoid him no matter what?

My Response:

Please remember that these are my opinions and are in no way official opinions of any organization and are not to be quoted as such.

The tone of your question leads me to believe that you have some question as to whether or not the incident involved the other boat on starboard tack while you were on port tack. To clear this up you need only look at the Definitions section of your rule book.

Tack, Starboard or Port A boat is on the *tack, starboard or port*, corresponding to her *windward* side.

Leeward and ***Windward*** A boat's *leeward* side is the side that is away from the wind. However, when sailing directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side.

From what you tell me, it seems pretty clear that you were on a port tack while your opponent was on starboard tack and that you were obligated to keep clear of your opponent under the provisions of RRS 10.

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

However, that does not mean that in the situation that you describe the actions of your opponent were correct under the RRS.

If as you seem to indicate, there was a boat immediately to your starboard, the sudden manoeuvre on his part would seem to violate RRS 16.1, which requires that when a right of way boat changes course, she shall give the other boat room to keep clear. This gets to be subjective, however, because it depends on whether or not you had room to keep clear when your opponent made his manoeuvre. If the boat to your starboard had rights over you, you might not have been considered to have room even though there was plenty of space between you. On the other hand if you had rights over the boat to your starboard, forcing you to make a sudden manoeuvre, in violation of RRS 16.1 , would be in itself a violation by your opponent.

However, all of the foregoing aside, it seems clear that your opponent violated RRS 16.2 which went into effect last year.

In addition when after the starting signal a *port-tack* boat is keeping clear of a *starboard- tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to *keep clear*.

This rule was put into effect to stop the very kind of manoeuvre involved here where a *starboard-tack* boat "hunts" a *port-tack* boat, that is peacefully manoeuvring so as to avoid the *starboard-tack* boat, by suddenly forcing the *port-tack* boat to change course.

I hope that this answers your questions and convinces your opponent to **read and follow the Racing Rules of Sailing**. However, I must caution you that it is really unwise to put yourself in a position of being on *port-tack* susceptible to action against you by a *starboard-tack* boat that is close aboard.

Keep the questions coming to **aguilatoo@earthlink.net**.

Tentative Schedule for Canadian Radio Sailing Championships — 2001

Class	Host	Location	Dates
Marblehead	Metro Marine Modellers	Toronto	June 23-24
Soling 1-M	Windsor Model Yacht Club	Windsor	July 7-8
US 1-M	Metro Marine Modellers	Toronto	July 28-29
I.O.M.	Kingston Model Yacht Club	Kingston	Sept 15-16
I.O.M.	Royal Vancouver Yacht Club	Vancouver	Oct 19-21

Note: After review and endorsement by the CRYA Executive Committee, a final confirmed schedule will be published in the next issue of *Canadian Radio Yachting*.

Revised International Class Rules

By Ron Watts

The new revised class rules for the International Marblehead, the International One Metre, and the International 10 Rater Classes approved by the ISAF-RSD Permanent Committee at its meeting were (as reported in the Winter 2001 issue of *Canadian Radio Yachting*) to have gone into effect on March 1, 2001.

However the chairman of the ISAF-RSD, John Cleave, has announced that the introduction of these new class rules has had to be deferred. There are a number of reasons for the deferral.

One is that it has been necessary to fine tune the revised class rules in relation to the new (April 1st 2001) version of the Equipment Rules of Sailing (ERS) issue by the parent ISAF. There have also been delays with the diagrams for the rules and formatting the new rules to go on the website.

The new class rules for each of these international classes will soon be published on the (ISAF-RSD web site (www.radiosailing.org) with at least one month elapsing after publication before they come into force.

The New International One Metre rules will **not** come into force until after the World Championships in Croatia in mid-May, but are expected to come into force well before the Canadian I.O.M. Championship in Vancouver in October.

And to avoid any last minute confusion and allow time for application, the new International Marblehad class rules will **not** be applied in Canada until after the Canadian Championship in Toronto schedule for Toronto on June 23-24**.**

From An Old Sailor

By Bob Farrant

As President of Metro Marine Modellers and a long time friend of Ray Davidson, I would like to take this opportunity to congratulate him on being named Sailor of the Year. I think it should be Sailor of the Decade

Ray helped me get started in sailing many years ago. I have watched as Ray stopped what he was doing to help, often a competitor in the heat that he was in. That is just the way he is.

I stopped sailing many years ago because I got tired of the screaming and temper tantrums that went on that I found took all the fun for me out of sailing as a hobby. Over the years I've thought about coming back to sailing, but I look at the boats today and it seems to me that the sailor with the most expensive boat wins. Us old folks don't stand a chance with our old boats.

I wish that there was a category for older boats that just want to sail for the fun and not for the awards. It was fun to win, but more fun just to sail. I am going to try again this year at one of our club events, and I know who will be there to encourage me.

Batteries Again

By Mike Gibbon

I was very pleased to receive the positive response that I did get to the "Batteries" article I wrote for the last newsletter. Thank you to all those that wrote. A topic that cropped up in those responses was how best to charge batteries, particularly NiMH and so I thought I would start something on that subject for this issue.

Firstly, my experience is that NiCAD and NiMH can be charged in exactly the same manner in our application. The only difference is, I believe, NiMH batteries would seem less able to take the really fast charge that can be applied to certain types of NiCAD. This, I suggest, is not that relevant to sail boat applications. For the fast electric guys the difference matters, but here we talk of a quite different application of batteries so my first comment is that for all practical considerations the charging of NiCAD and NiMH is the same.

In my view, the best way to charge batteries is to feed them with a near constant current for 10 to 14 hours … charging them overnight the day before we want to use them. They can be charged a few days before we want to use them if that schedule works better. But batteries do self-discharge .. and NiMH probably a little quicker than NiCAD so charging after the last race of the weekend for the next weekend's sailing is not a good idea. Do it close to when you want to use them, but do not sweat over a day or two between charge and use.

Charging for 10 to 14 hours requires that the batteries are fed with a current which is referred to as "C/10". That means the capacity of the battery in mA hours divided by 10. The Radio Shack 1600mAH AA sized batteries I spoke of in the article would then be charged at 160mA. The beauty of C/10 is that you do not need to worry about shutting off at 14 hours … the cells are designed to be able to accept overcharging at this rate without producing too much gas internally, and so one can leave them on charge a little longer and not fry them.

C/10 is not a parameter that has to be observed with great precision. Charging at a lower rate of C/20 say or 80mA for these 1600mAh batteries will get the job done well, but now the charge period is 24 to 28 hours. Whether charging at C/10 or C/20 you need to put into the cell approximately 1.4 times its capacity to fully recharge. The electro-chemical process does not operate at 100% efficiency, closer to 80%, so you must put back in more than you took out. But no need to try to remember exactly how much the cells were used when you recharge after a sailing session – just assume they were fully used up and recharge them accordingly … they will not complain if they were indeed only half discharged.

You can charge all NiCAD and NiMH cells faster than C/10. Some NiCAD cells will accept 3C and above (but not all) meaning that in 20 minutes you can get these cells back to full charge. NiMH too accept rapid re-charge but at a lower rate than can the specialist very fast charge/discharge NiCADs. I recharged the Radio Shack NiMH 1200 mAh and 1600 mAh cells at 1C without obvious complaint. But one must be careful in doing this rapid charging not to over charge – you do not have the freedom that exists at C/10 and slower charging rates.

Now that becomes a little bit of a problem in that you likely do not know exactly how discharged are the cells before you recharge, and so you have to measure something to tell when the charge is complete … guessing how much is in there still is not going to do it, and discharging to flat before every charge is neither convenient or too beneficial for long battery life.

The cheap way of telling when fast charging cells are charged is with your fingers. While the cells are still charging they will remain at close to ambient temperature even with 1 amp being pushed through them. When they are charged you will quickly feel the cell temperature rise … and I mean quickly like over the space of a couple of minutes. As soon as you feel this temperature rise then **stop fast charging**… if you do not, if you happen to nod off at this critical time, then the cells get hot really quickly, then the label falls off, then the table starts to smolder and it only gets worse thereafter. Those hot cells are now ruined.

The better way of telling when the cells are charged is by measuring the charging voltage. As you fast charge you will see the voltage rise over the period. Each cell type has its own characteristic and it depends on the charge rate, but the cell voltage will almost certainly be above 1.6 volts on a nominal 1.2 volt cell towards the end of a fast charge. As full charge is neared, then the cell voltage continues to rise but only very slowly. Then it stops increasing, and then it falls. When it starts to fall it is fully charged and if you are applying your finger to the battery pack as you watch the meter, then you will see the voltage start to fall and almost immediately feel the temperature start to rise. Same caution .. when the volts go down and when the temperature goes up, then you **stop fast charging**.

A word of caution here. This dip in voltage is measured in millivolts so you really do need a digital voltmeter to pick this up. It is very hard to see this on a small multimeter and best, if that is what you have, to use it to alert you that the voltage seems to be coming to a plateau and now is the time to keep your fingers touching the battery pack to feel that tell tale rise in temperature that signals enough is enough now.

Many manufacturers make fast chargers. I believe all these work on detecting this peak voltage, as soon as they measure a fall off in voltage they shut off. I have no long experience of these, but I think they are better suited to a really fast recharge of a specialist high rate NiCAD like the Sanyo 1400SCR – and less capable when slower charging an everyday NiMH.

A point against fast charging in our application is that I understand that under fast charge you do not reach full battery capacity. I remember seeing an article that suggested that somewhere beyond 80% nominal capacity was what fast charging reached compared to slow charging. For guys wanting high current discharge, in 4 minutes total run time or less then this loss of possible capacity is

Batteries Again ... cont'd

By Mike Gibbon

overshadowed by the very much better fast discharge performance you do get after a fast charge. You get less in total fast charging but what you do get is more useful to you if fast discharging.

For our application it seems to me we do not need the fast discharge and so would be better suited with a slow charge to 100% and the freedom that gives from concerns about shutting off when the battery is just charged. Charging at C/10 allows you certainly to leave even a fully charged battery on charge long after it is otherwise charged. I believe the cells can accept C/10 indefinitely. That does not recommend that you put the battery on charge at the end of the last race and leave it there all week, but it does mean that any battery, even if only 20% discharged, can have the full 14-hour recharge given it and no harm comes.

OK so how do I find a C/10 charger? I have used my regular Futaba charger that came with my transmitter/receiver – I just measure the current I actually get out of it into my 5 and 6 cell packs and work out how long it needs. Better is the Multiplex "constant current" charger which has ranges from 22mA to 250mA and there I select the closest to C/10 and charge away. I turn to our readers for other suggestions.

If all else fails then it is not difficult to find a scrap AC supply that came with a long dead consumer product and then make up a near constant current charger by just adding a resistor between the supply and the battery. You would look for one that had perhaps a 12 volt output and a rating of 150mA (more volts or current is not a problem). Assume you find a 12 volt supply and you have a 5 cell battery. That battery will charge at 7 to 8 volts so then this "resistor" will need to drop 4 to 5 volts. Decide on the charge current say 120mA for 1200mAh pack. The resistor value is then given by Mr. Ohms law which is R = V/I. R is in ohms, V is in volts and I is in Amps … 120mA being 0.12Amps. About 37 ohms.

The resistor will dissipate under 1 watt so need not be very large … good old Radio Shack should have something near. Then connect it up and measure the current and watch it for a bit because it will reduce as the battery charges. You might find initially you get 140mA and 100mA after several hours … good enough assume it averages 110mA and adjust the time … perhaps you need now 15 hours to charge.

You do need a multimeter to do this well – borrow one, buy one from Radio Shack or a surplus store. Need not be fancy but look for a meter that has a current range that covers to about 200mA .. that you will need for the battery sizes we use.

Hopefully this article on charging batteries was useful. I will happily describe next issue a nice electronic constant current charger if we have an audience willing to try their hands at electronics …. Call me if there is interest.

Racing Rules of Sailing (RRS) 2001-4

By Ron Watts

The CYA publication of the rulebook with the new 2001-4 ISAF Racing Rules of Sailing (RRS) will not be available for distribution to provincial sailing associations until some time in May 2001. In fairness to sailors and race officials, the CYA has mandated that the Racing Rules of Sailing (RRS) for 2001-2004 will not come into effect in Canada until June 1, 2001. This time frame will allow sailors, including radio sailors, and race committees to become familiar with the new rules before they are in place.

To avoid confusion, this means that the CYA/ISAF Racing Rules of Sailing for 1997-2000 including its Appendix E (Radio-Controlled Boat Racing Rules) will remain in effect in Canada until May 31st, 2001, and the Racing Rules of Sailing for 2001-2004 will be in effect from June 1st, 2001.

As previously, we shall attempt to obtain a set of the new rules for sale at cost to our members, but as yet do not have information on price and availability. In the past these rulebooks have also been available from the provincial sailing associations.

The CYA has announced that for everyone's reference, the CYA prescriptions for the 2001-2004 CYA/ISAF rule book will be posted shortly on the CYA website (www.sailing.ca) under the racing section.

Lost in a Sailing Pond?

By Norm Patt—editoralised by Mike Gibbon

Sailors who would seem to have switched off their receivers without notifying CRYA Central.

If any of our readers know their whereabouts or which frequency they now operate, would they please advise Norm so his licking of stamps and expenditure of CRYA funds could be more effectively used.

Bud Fassnacht
David Crighton
Paul Killeen
Peter Yates
Steven Earle
Glen Brown
Dwan Basdeka
Dawn Duncan
Patrick Lortie

AC Launched!

By Mike Gibbon

This is not exactly a monumental event in the history of mankind but for me it was quite an event. Almost 3 years in the making and now "Excalibur" has moved from bench to pond. And it floated, a bit bow down, but floated and continued to do so for several hours without leaks while tacked, ran off wind, all those good things.

But back to the beginning ... Excalibur is to Bob Sterne's Advantage II design ... a little lighter than Advantage I, and I believe Bob told me he had made some changes around the forward girth station to stretch out the sailing length within the measured length. Bob made the hull from Kevlar and the deck is also from Bob using a balsa sandwich with a cockpit molded in aft of the mast.

To that I fitted a Futaba 5801 drum winch, a 1/4 scale servo that adjusts the jib slot, a high torque but "standard" sized servo to adjust the outhaul on the main, and a Futaba 148 on rudder. All this is supplied from a 6 cell, 2700mAh NiMH battery pack, and a Multiplex dual conversion 9 channel receiver tries to follow my commands from pond side.

In AC measurement trim, and with the 2 lb mast step casting that Bob offers for those with a light radio set up, this came in at 9 ozs under the 9 lb limit ... so I have weight allowance for a couple of servos left over.

The weather was kind ... I think we got up to about 10 knots of wind on the odd occasion but most of the time it was lighter, and so I could explore a little of the sailing range without getting to "survival" conditions first time out.

OK so what did not work? Well the outhaul did not. This outhaul must have been about MkIII in a long line of outhaul development and it was totally useless. The problem was simply that the tension in the leech of the mainsail was high enough that the outhaul could not slide along its rod. I seriously miscalculated the forces in an AC mainsail. Not that the outhaul broke, but it was immovable when on the water in anything other than a flat calm.

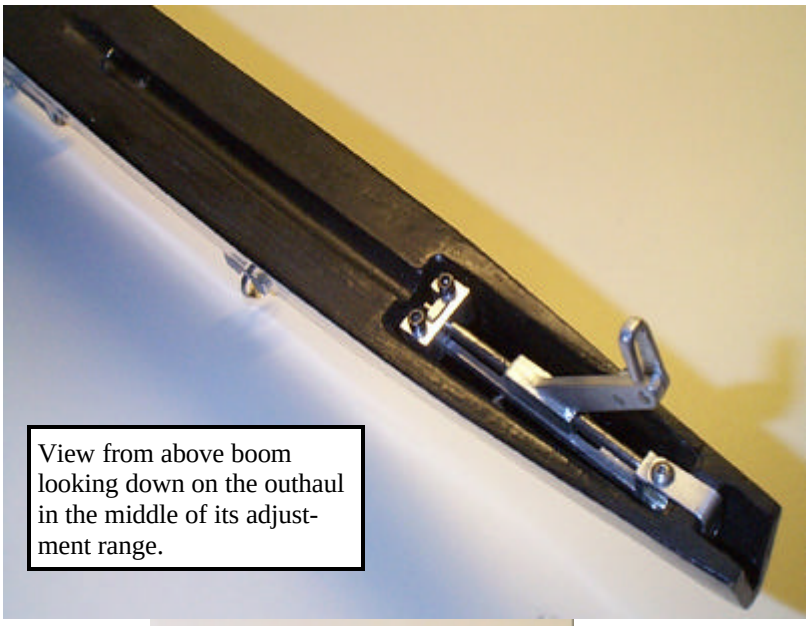
When I was designing this outhaul originally I discarded the idea of just running the outhaul line out round a block on the boom end and then to a servo as I reasoned that as you eased the outhaul to let the clew move forward and thus increase camber in the sail, then you would also allow the clew to rise relative to the boom and that would increase twist in the sail as the outhaul was eased. Maybe that is a good thing to happen - but I was trying for the ability to change sail camber without changing twist. Hence I had a slider so the clew just slid forward and aft without any "lift" as it moved.

The photographs show the boom end with outhaul fitting installed and the second photograph shows the outhaul dismounted prior to it being pitched out of window.

Seems to me that if you do want to adjust the outhaul under normal sailing loads you will need something more like a lever pivoting than anything sliding. Friction in the slide is just being too high. Perhaps if you could make a ball raced slider as is done full size on genoa tracks, then perhaps a sliding arrangement could be made to work ... but that is a solution beyond being reasonable in my mind.

So back to the drawing board armed now with a better appreciation of clew loads and the effect of friction. If anybody has a solution that they know works, then please share it in the Newsletter ... I for one will be greatly interested.

Anyway the day was a great success ... now I have just a few things left to tidy up ... get the girth stations all marked up and a trip then to Don Burton to have this all measured up and Excalibur to become a legal AC able to duke it out with the rest of the MMM fleet and those from Buffalo and Detroit ... quite a large fleet of these very elegant boats around this part of the world.



View from above boom looking down on the outhaul in the middle of its adjustment range.

Above—The Outhaul assembly showing the block around which the control line pulls the outhaul aft (towards bottom of page). An elastic band pulls the outhaul forward against the pull of the control line from the outhaul servo.

Sailing Radio Controlled Models of Full Sized Ships

By Terry Doble

As much as I enjoy racing my Soling and International One Metre, there are times when I feel like a change of pace. It can get very frustrating trying to follow and interpret rules that are written primarily for full-sized boats where the skipper is sitting in his boat right at the scene of the action. I defy anyone to tell me how many boat lengths their RC boat is from the windward mark when all they can see is its stern and the mark somewhere dead ahead, let alone who has an overlap on whom. When my frustration level reaches saturation point, I spend an afternoon sailing one of my scale models just for the joy of watching it sail.

Scale models differ from the racing class boats in that they are small scale models of full-sized sailing vessels that are either still in use today or are now just pictures or line drawings in books of maritime history. On a trip to England a couple of years ago I bought a copy of a magazine that had an article on gaff rigged cutters still dredging for oysters under sail in the River Fal at Falmouth in Cornwall. It advertised a book on the history of these boats, and I bought a copy from Alun Davies, the author. He was also kind enough to send me a copy of the line drawing for his own cutter that he had sailed in the oyster dredging trade.

I built my model using the plank on shadow method to a scale of 1 inch = 1 foot or 1/12 scale. The shadows, cut out of 1/8 plywood were cross section shapes of the hull at various stations along its length. As opposed to plank on frame construction, the shadows are removed from the hull after planking. Frames are left as part of the structure. I had already built a Bantock designed International One Metre using the plank on shadow method, so I was familiar with this form of construction. The planks were 3/8 by 1/8 inch red cedar cut from a large plank using a friend's table saw and planer. They were soaked in a diluted solution of ammonia and water to assist in bending them around the shadows.

Alun Davies' cutter is 28 feet on deck and approximately 40 feet overall depending on how far out the bowsprit is rigged. My 1/12 model was therefore 28 inches on deck and 40 inches overall.

In the absence of detailed plans, construction methods were designed as I went along. From photos in the book I got some good ideas on fitting out and rig design. Another great book which helped me a lot was Radio Controlled Scale Sailing Models. Written by Phillip Vaughn Williams it's published by Traplet publications in the UK.

Radio control is the basic two-channel system with a Hitec drum winch to handle all three sails and a Futaba servo to operate the rudder. The staysail is rigged with a boom as per normal racing model practice, and the jib is rigged with a separate sheet running in front of the staysail stay (see diagram). After a little bit of fine tuning, this system worked quite well.

Ballast consisted of a total 7-1/2 lbs of lead. 5 lbs of this were inside the hull, and 2-1/2 lbs in the shape of a long bar running the full length of the keel. I decided in the early stages not to spoil the appearance of a pretty little boat by adding a fin keel. This proved to be a wise decision as she sails and points extremely well without one. The long bar of lead on the keel gives excellent downwind directional stability. To add the correct amount of inside ballast, I marked the designed waterline on the hull, floated it in the bathtub, and added lead until it floated correctly.

Sailing Radio Controlled Models of Full Sized Ships …. cont'd

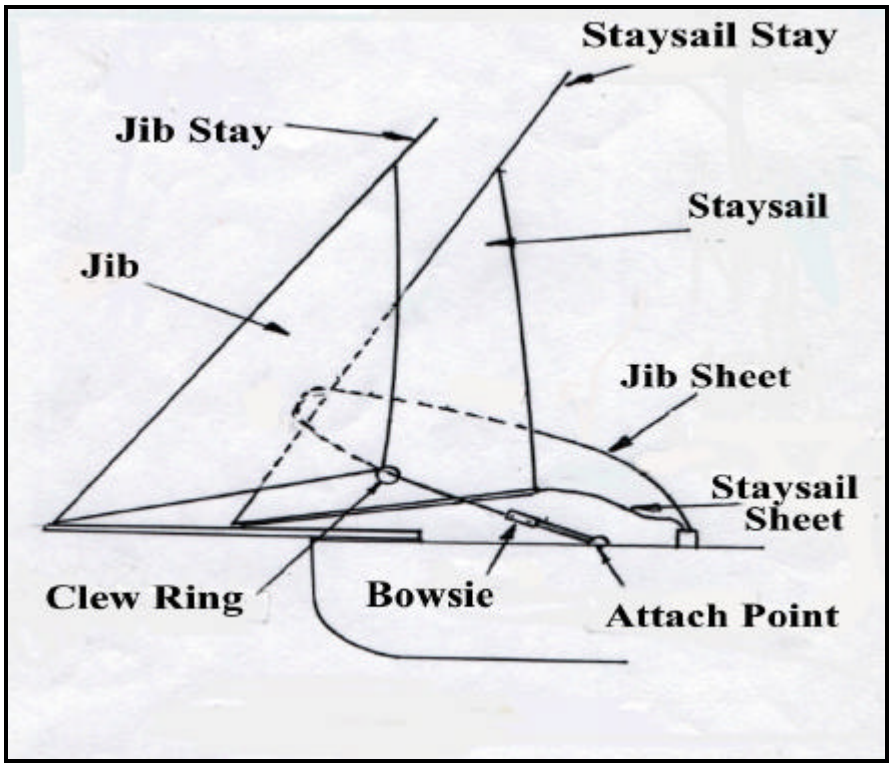
By Terry Doble

The original vessel used for oyster dredging was an open boat design, like a large dinghy. Initial sailing trials showed an angle of heel sufficient to ship water over the lee rail in a good sailing breeze. A joker at the pond suggested installing a bilge pump, and I was desperate enough to even consider it for a while. Re-reading parts of Alun Davies' book at home that evening, I discovered that some of the dredgers had been converted to pleasure cruisers by the addition of a cabin and a full deck. Another week at the building bench had my boat fully converted to a gaff rigged cruiser. I also added a few more square inches on the rudder to improve steering control.

The second set of trials were a resounding success. In two hours of sailing not a drop of water was shipped. Steering control was almost as good as my classic Marblehead (a 70's design by Ozmun called the Magic Dragon). I sailed it last fall at the Prince Edward Yacht Club in Picton. As the high and dry big boat sailors were busy winterising their boats, quite a few of them took time out from their chores to watch my cutter sail and several borrowed by transmitter to try RC sailing.

My present project is a 1/12 scale model of a Chesapeake Bay Skipjack, a fully decked oyster dredger this time. I obtained the plans from the Calvert museum in Maryland where they have a fleet of RC skipjacks and race them regularly. More on this another time.

I would like to hear from any other CRYA members who are also interested in Radio Control scale sailing models. I can be contacted at –172 Main Street, Picton, Ontario K0K 2T0 or by email at terry.doble@sympatico.ca or at 613-476-1317.



Report from Nanaimo, BC

By Steve Stevens

In his letter Steve wrote …

"We just had our Annual Mall Show which went very well with 93 boats on display. There were 7 sailboats but as I have said, sailing is only a small section of our club … but growing. Believe it or not one fellow came over from the U.K. with a model tug boat and had it running in the pool. He also went away with a trophy for his efforts. Some modellers came over from the mainland (Vancouver has not had a model show for many years) and two groups came up from Victoria. All congratulated us on the show which made all who had organized and participated feel good. To my surprise both my Marblehead and my Star 45 received trophies in the Pleasure Craft Category.

Ken Lockley and Lois came up from Victoria and displayed a Reno US1M and a Mini 6 Metre from the 1930's era. The keel has a curved leading edge which should get over some of the weed problems we all seem to suffer. Ken is offering hulls and so two of us bought a hull each. I really would have preferred to commit to this later in the Fall ready for a Winter building project, but enthusiasm got the better of me even if it will be a while before I get it built as there are so many other things to do in the Spring and Summer."

Steve went on to thank us for the newsletter, which he said he enjoyed reading, and then commiserated with the CRYA member who appeared on the front cover of the last issue ...awaiting the Spring thaw. He also asked whether in Toronto we had great flocks of Canada Geese, ducks and sea gulls to foul the docks and eat all the grass. To that the editorial staff respond in the affirmative—in fact we had assumed that we had the entire population of Canada Geese living here and could not think there were enough left to plague any other city. Apparently not—Nanaimo has their share too.

Marblehead Class Canadian Championship - 2001

Toronto, Ontario CANADA

June 23 – 24, 2001

Hosted by: Metro Marine Modellers

Only 6 entrants to date. Dust off those old Marbleheads and come on out!

Where: Humber Bay Park East, Toronto, Ontario.

Entry Fee: $30 CDN ($20US) if entry received by **May 15**
Additional $5 late entry fee will be levied
Limited to first 30 entries (based on date of receipt of application)
Fee includes lunch both race days

Send to:

Michael Gibbon
1340 Monks Passage
Oakville, Ontario L6M 1J5

Eligibility: CRYA Membership Required for Canadians
AMYA or other ISAF/RCD Membership Accepted

Yachts: Yachts must comply with current Marblehead Class Rules – in addition boats finishing in top 3 positions may be subject to poolside checks after the last race. A copy of current Marblehead Class Rules will be sent with acknowledgement of entry.

Racing System: Current ISAF/RCD rules will apply except as modified by the Sailing Instructions.

Frequencies: Please list all available. Minimum 3, please be prepared to change during racing.

Awards: Trophies for 1st, 2nd, 3rd, more if entries permit.

Banquet: A **"get-together"** will be arranged on Saturday evening.

Accommodation: List of Motels, maps etc. will be sent to entrants with entry acknowledgement.

Entry Form:-
Please complete and return with payment to address above – cheques/money orders payable to **Michael Gibbon**, cash accepted.

Name			**Street**		
City	**Prov/State**		**Postal/Zip Code**	**Tel**	
CRYA/AMYA Membership No:	**Signature**		**Sail Number**	**Sail Maker**	
Hull Design	**Radio**	**Winch**	**Channel - 1st**	**Channel - 2nd**	**Channel - 3rd**
Comments			**Add Channel**	**Add Channel**	**Add Channel**

US 1 Metre Class Canadian Championship - 2001

Toronto, Ontario CANADA

July 28 – 29, 2001

Hosted by: Metro Marine Modellers

Where: Humber Bay Park East, Toronto, Ontario.

Entry Fee: $30 CDN ($20US) if entry received by **June 15**
Additional $5 late entry fee will be levied
Limited to first 30 entries (based on date of receipt of application)
Fee includes lunch both race days

Send to:

Gordon Grimes
9 Avonmore Square
Scarborough, Ontario M1E 1C8
416-266-3598 email ggrimes@spanit.com

Eligibility: CRYA Membership Required for Canadians
AMYA or other ISAF/RCD Membership Accepted

Yachts: Yachts must comply with current US 1 Metre Class Rules – in addition boats finishing in top 3 positions may be subject to poolside checks after the last race.

Racing System: Current ISAF/RCD rules will apply except as modified by the Sailing Instructions.

Frequencies: Please list all available. Minimum 3, please be prepared to change during racing.

Awards: Trophies for 1st, 2nd, 3rd, more if entries permit.

Banquet: A **"get-together"** will be arranged on Saturday evening.

Accommodation: List of Motels, maps etc. will be sent to entrants with entry acknowledgement.

Entry Form:-
Please complete and return with payment to address above – cheques/money orders payable to **Gordon Grimes**, cash accepted.

Name			**Street**		
City	**Prov/State**		**Postal/Zip Code**	**Tel**	
CRYA/AMYA Membership No:	**Signature**		**Sail Number**	**Sail Maker**	
Hull Design	**Radio**	**Winch**	**Channel - 1st**	**Channel - 2nd**	**Channel - 3rd**
Comments			**Add Channel**	**Add Channel**	**Add Channel**

Soling 1 Metre Class Canadian Championship - 2001

Windsor, Ontario, CANADA
July 7 and 8, 2001

Hosted by: Windsor Model Yacht Club

Where: Blue Heron Pond, East Riverside Park

Entry Fee: $30 CDN
Fee includes hot and cold beverages, donuts and a cold lunch on both regatta days.
Send to:-

Dennis Hendel
305 Huron Street **Tel**
Lasalle, Ontario, N9J 1J5

Eligibility: All entrants must be members in good standing of the CRYA or their National Authority. All yachts must conform to the ISAF-RSD Soling One Meter Class Rules and must carry numbers on their sails as per class rules. Weigh-in and measurement will be conducted at registration. All entries must be received by midnight, **June 15, 2001** and be accompanied by the entry fee. Refund of the entry fee is possible if the entry is cancelled by June 15. Note: Regatta limited to 30 entries. Entries accepted on a first received basis. This applies to radio frequencies as well. All radios must be narrow banded and be designated "for surface use" only.

Schedule:

Fri. July 6	Registration and tune-up at regatta site	3:30 pm—7:30 pm
Sat. July 7	Registration and tune-up at regatta site	8:00 am—9:00 am
	Skippers meeting	9:00 am
	First race	9:30 am
	Friendly get together (location TBA)	6:00 pm
Sun. July 8	Skippers meeting	9:30 am
	First race	10:00 am

- Trophy presentation after last race -

Other Info: Information will be sent to each entrant with a map and suggestions for accommodations.

Entry Form:-
Please complete and return with payment to address above – cheques/money orders payable to **Windsor Model Yacht Club**.

Name	**Street**
City **Prov/State**	**Postal/Zip Code** **Tel**
CRYA/AMYA Membership No: **Signature**	**Sail Number** **Sail Maker**
Hull Design **Radio** **Winch**	**Channel - 1st** **Channel - 2nd** **Channel - 3rd**
Comments	**Add Channel** **Add Channel** **Add Channel**

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 :
Dr. Norm Patt, 32 Woodhaven Cres., Whitby, Ontario L1R 1R6 Canada.

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

Signature _____ Date _____