



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

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Bluenose Schooner

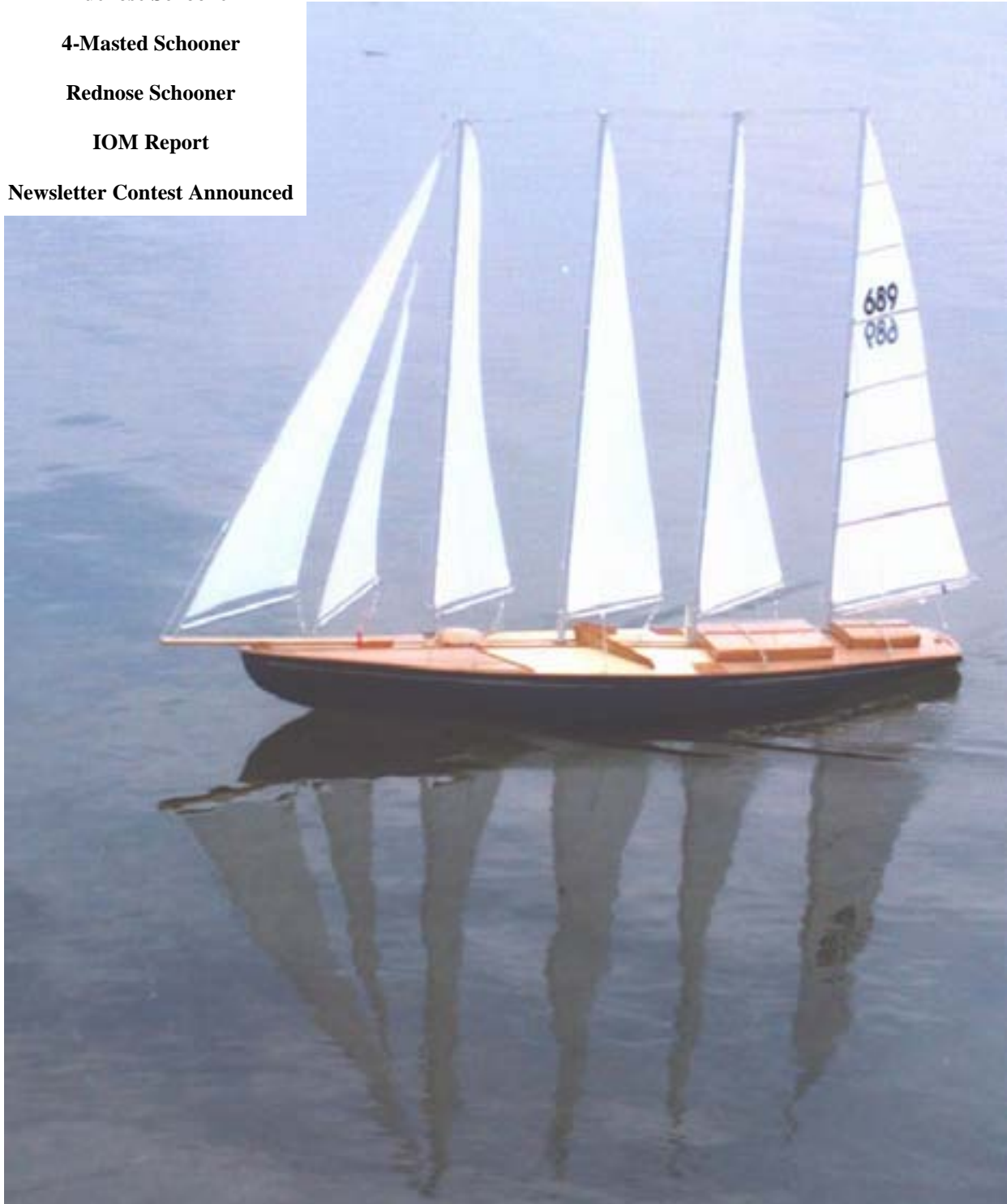
4-Masted Schooner

Rednose Schooner

IOM Report

Newsletter Contest Announced

Winter 2004



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.

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.

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.

Our preference is that all material be submitted in electronic format (email, floppy disks), however we welcome any clearly written or typed material.

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

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

On the Cover

Don Nelson's 4-masted Schooner "Bingo" glides along under full sail. Details inside of how this boat was built on a Mini 12 hull.

This issue of the newsletter became "The Schooner Issue" and hopefully will show to those that expressed concern that the CRYA was in essence the Canadian RACING YACHT, and nothing else, Association. Our thanks go out to those who contributed and broadened the scope of articles ... and good articles I thought they were.

Inside too are details of the 2004 Newsletter awards and we look forward to seeing your entry for Best Picture grace the front cover of a future Newsletters.

CRYA Business Calendar

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

JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.

MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.

APRIL 30th. Deadline to receive material for the Spring issue.

JUNE 1st. Expected date for members to receive the Spring issue.

JULY 31st. Deadline to receive material for the Summer issue.

SEPTEMBER 1st. Expected date for members to receive the Summer issue.

OCTOBER 30th. Deadline to receive material for the Autumn issue.

OCTOBER 30th. (in 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.

DECEMBER 1st. 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 Summer 2003 onwards

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CRYA Measurers	BC	Vacant		
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Letters to the Editors

Thank you all, for your support and contributions

A letter to the editors

From Terry Doble

Once again you chaps have done a fine job of creating another great issue of the newsletter. Thanks for your dedication to what must at times seem like a frustrating job when the deadline comes and there is little copy. As usual you stepped bravely into the breach and did it yourselves. I always look forward to getting my newsletter please keep up the good work.

I totally agree with Ray Davidson's comments in the fall issue re the letters from Don Nelson and Steve Stephens. It is up to all of us to submit articles to keep the newsletter going without it we would be in a pretty sorry state. In the spring 2001 issue of the N/L there appeared an article I wrote on the subject of "Sailing Radio Controlled Models of Full Sized Ships." At the end of the article, not then knowing who else out there enjoyed this facet of our hobby, I asked for like minded people to get in touch so that we could swap ideas and maybe do a little sailing together. Not one reply. There did follow, however, a couple of articles on the subject from other sailors but no suggestions re a get together or thoughts on organising a regatta.

I heard about the Ottawa group from Frank Scott and did visit them, sailing my Mini 12 on their pond and was impressed by the variety of boats sailing. I think that it would be a great idea for Don Nelson to submit articles to the N/L on their group, maybe he can be encouraged to organise a regatta at their pond next summer. I belong to the American Vintage Model Yacht Group who put out a great thrice yearly magazine. They hold regattas at which points are awarded for around the buoys racing and for the skill of the sailor in building a well made model either scale or semi scale this procedure satisfies both the racers and the fun sailors. Mark Steele in New Zealand also issues a great little newsletter three times a year called "Windling World" about a group in Auckland who enjoy just sailing around the pond. There are great photos and articles in this fantastic little publication.. At \$20 Can. a year it's good value. It's just a long way to go for a days sailing.

The IOM class is very active in Canada and is growing rapidly our sailors are willing to attend regattas in Canada the USA and overseas. This prompts scribes to put fingers to keyboard and send in articles , race results and photos to the N/L. The Soling class is equally popular so it is only natural that these two classes get the bulk of the space. If the schooners and other types of scale RC boats were as active nationally and internationally as the two above mentioned fleets and their sailors were willing to write articles and send photos about similar events and activities in their own "club" then they would also get coverage in the N/L. It's up to all of us to help our editors print what we want to read.

Robert Shea also wrote to the editors

To: raymodav@pathcom.com

Sent: Wednesday, January 28, 2004 7:41 PM

Subject: This letter is prompted by the article in the fall edition of the CRYA newsletter which suggest that model yacht racing is for all intents is non-existent in Ottawa. Such is not the case. Starting in the middle of last summer regular racing was held every Wednesday afternoon at the Andrew Haydon site. Mini 12's were the boats used and about a dozen boats participated in one or more races with between 6 and 8 boats on any one day.

It is hoped that we can start a lot earlier this year and have owners of the large Soling fleet also participate. In order to foster good racing some of the more experienced sailors will give up some of their sailing time to help the less experienced with such things as tuning, rules and tactics. We are also going to look at adding an evening series as a way to possibly attract those you are not available to race in the afternoon. Racing is alive in Ottawa and shows indications of growing.

For those who are in the Ottawa area and are interested in racing they can contact me at 613 831 6922 or by email at bob.shea@symapatico.ca. Just a closing though: the Bluenose is not famous because it caught a lot of fish but because it won a lot of races.

.. and from Ken Miller

I read with interest the comments concerning the common theme of CRYA and the racing sailor. It does seem like that is usually what is written about but since most people (myself included) are not writers, it is extremely difficult to get input for the newsletter which is the other thing mentioned. It is much easier to just make a colourful synopsis of a particular race. I enjoyed the article by Mike Gibbon on batteries which was something that all R/C people are interested in but I also realize how difficult it is to get these articles. Perhaps Jim or Don are writers!

What I think Jim and Don are missing is that a large number of racing sailors are also model builders, boat designers and very knowledgeable R/C people that really love to sail and the racing becomes a measuring stick as to how much you have learned. It is very easy to answer questions that come up but very difficult to write articles. Perhaps this could lead in a Question and Answer section where readers might have questions that other readers could help solve.

I mentioned on the other sheet that Soling 198 is sailing in Florida. It is also on the home for Naples Model Yacht Club but I don't think they realized it when they added the picture showing a Canadian boat. This is a very enjoyable club to sail with. We sail Solings two mornings a week from October to May and from January to April will have 32-34 boats out. Starting in January they divide the group into 2 fleets for starts. Although it is racing, only 6 days in February and March are chosen as counting races which is a very serious time with some very excellent skippers. The rest of the time it is fun and if a spectator happens to show (which is often) he is generally handed a control and a boat. NMYC has a good website and can be easily found by going through AMYA.

Like Jim and Don, I do like to build and tinker. I converted my 65-year old pond boat with the old style long boom to R/C and switched the old cotton sails to Mylar (that I realize was a blunder but easier than trying to get and keep good cotton sails). It is a nice boat to watch but very tender. I also built a hydroplane model of "Miss Thriftway" from scratch. It is powered by an electric motor a 7 "C" batteries and even throws a rooster tail. My next big project will be a Dumas model of the tug "Brooklyn". I have the model but have been procrastinating (really been spending too much time racing). We realize it is hard but don't give up the ship.

Editorial Comment

By Mike Gibbon

As readers will see we did receive articles from Don Nelson and Doug Munro on their schooners so Terry's request in his letter was answered—and very well too. I enjoyed reading of their work and I have to complement both of them on making their articles "editor friendly" by them sending in a number of good pictures with captions on the back so that when I manage to mix up all the photographs I get for a newsletter in the clutter of my desk I can still match them up and possibly even use them intelligently.

In addition to the contributions from Don and Doug we had great support from Reg Gregson, Klaus Ruthard, Lana Butler (as always) and Peter VanRossen. Thanks everybody.

In the last Newsletter I announced that we would be making some "Newsletter Awards" this year and that details would be forthcoming. Well here they are:-

An award for the Best Technical Article. This could be a "how to build" article or a more analytic article on sailing performance, or perhaps an article on winches. The criteria against which the article will be judged is that it tells a worthwhile technical tale not known by the majority of sailors and that it explains the technology in a form that is understandable and interesting to a group of modellers.

An award for the Best Picture. The criteria here is that the picture captures some aspect of model sailing that evokes positive feelings about the hobby/sport. This might be a "beauty shot" showing an elegant model gliding down the pond or an "action shot" capturing the melee at a mark. What we are looking for the image that best encourages others to participate in one aspect of our hobby/sport.

Judging—Ray and I are not going to be the judges—we will select an

independent judge and give the judge the criteria and the material and let them go at it. To qualify the article and picture must have appeared in a Newsletter published during 2004 and the prizes will be announced in the Winter 2005 issue of the CRYA Newsletter.

Prizes—we are still working on that but it they will be a small trophy or a similar award—and your name will be on it.

The next bit is up to you ... send in your articles and your pictures and may the best author and photographer win.



Gaff Schooner “Rednose”

By Don Nelson

Model sailboat builders come in all shapes and sizes, in all ages and from all walks of life. They also vary widely in their model building skills and standards. There are those who labour for years to produce magnificent scale models, accurate to the nearest hundredth of an inch... and then there are others at the bottom end of the scale – like me.

I like to build semi-scale and experimental model sailboats. My standard of workmanship will not pass even the most cursory inspection and the materials I use cause the expert modelers amongst us to wrinkle their noses in disdain. But *my* boats are finished in a matter of a few weeks and are in the water as soon as the paint is dry. Even my most vocal critics have to admit that most of them sail well and – when 20 feet from shore – their imperfections are invisible.

Take for instance this model of a gaff-rigged schooner. Being a (very) distant relative of “Bluenose” but having red topsides, she was christened “Rednose” and has been a regular performer on our sailing pond here in Ottawa for the past 6 years. With bowsprit, deck houses, hatches, anchor winches, boom gentries and several other features to add to her realistic appearance she always draws lots of admiring comments from interested passers-by – especially the younger members.

I would like to include a copy of the plans I used to build her but I have unfortunately mislaid the envelope on which they were drawn. I could probably redraw them from memory as they were just freehand pencil sketches, accurate to within a couple of inches or so. I should perhaps mention that I have owned a succession of full size sailboats over the past 30-odd years, so I do have a reasonably good idea of what a sailboat should look like. So I usually sketch out a rough design in pencil

on the back of an envelope to get the general proportions of length, beam, keel location and mast positions.

Please don't ask me about buoyancy calculations, centres of effort and lateral resistance, or sail areas. I leave all that sort of gobbledygook to the experts. I just want to build a boat that looks good and sails well.

“Rednose” has what I prefer to

determined largely by whatever my neighbour happens to throwing away in his garbage at the time. At various times I have salvaged damaged and discarded sheets of 3/16” wallboard from his basement renovation job (which makes excellent hard chine hulls), plastic bottle tops from liquid soap bottles (for deck winches), as well as 1/4 “ and 3/8 “ dowelling (for



describe as a “variable waterline”. In other words, the longer she is in the water, the closer the waterline creeps up towards the gunwale. She has never actually *sunk* but this is probably because my fellow R/C sailors tend to keep a wary eye on her. After an hour or so of enjoyable sailing her lee rail dips below the surface as a result of a particularly strong wind gust and the cry goes up: “You’d better bring her in now”. Still, they have to admit, it does add an element of excitement to the afternoon, wondering if today is the day “Rednose: is going to become a gaff rigged submersible.

I hesitate to reveal any of her design or construction details mainly because the materials I employ are

the masts and booms). My sails are made of drafting Mylar, which is simple to measure and cut and in my view looks just as good as the expensive materials from a distance. My vessels’ keels are usually hollow plywood, fill with lead (chopped up wheel balancing weights from my local garage).

I realize that this penchant for keeping construction costs down will draw hoots of scorn from those whose models cost many hundreds of dollars. However, I get a sort of perverse satisfaction out of building a good-looking schooner for a total cost of 40 or 50 dollars. Of course on top of this modest investment has to be added the cost of the radio control unit and sail winch. But it still

represents remarkably good value for something which has given me immense pleasure year after year. And a quick glance into my basement will reveal no less than 6 schooners of various kinds, all impatiently awaiting next year's sailing season.

I guess the 3 points I would like to leave with you from my experience with "Rednose" are as follows:

- a. If I can build a reasonably attractive R/C model sailboat that looks like a real vessel, *anyone* can;
- b. It can be a lot of fun using recycled materials to keep costs to a minimum – whether you really need to or not;
- c. If your boat features a "variable waterline" just make sure that your receiver, batteries and servos are located as high as possible inside the hull...and maybe stuff the empty spaces in the hull with Styrofoam flotation, just in case.

I suppose I should really tell you a little more about "Rednose". She is 55" nose to tail, including a 6" bowsprit, has a beam of 10", weighs 20 pounds empty (about 25 pounds half full of water) and has a total sail area of about 980 square inches. Her hard chine hull is made of recycled wall-board sheathed in fiberglass cloth, sails are drafting Mylar, spars are all varnished dowelling and she has a 2 channel Futaba Attack R/C unit. Most of the other details are visible in the accompanying photograph.

When I built her, I expected her to last a year or two at most because of the materials used for her hull. Well, she certainly has developed a few bumps and bulges but she's still going strong after 6 sailing seasons and I hope she'll be good for one or two more yet.

Interested readers can contact me by phone at (613) 592 3550 or via my email ex145@ncf.ca

More Articles—Coming

Don Nelson tells us that he and his friends have a number of other articles on boats that they sail that they might put forward for the Newsletter. Some of them are:-

- ◆ Frank Scott's plank-on-frame schooner;
- ◆ Joshua Slocum's "Spray";
- ◆ Examples of the Mini 12 rigged as schooners;
- ◆ Another four-masted schooner—this one 69 inches LOA

If all those boats ever sail together in the Ottawa region it must be quite a sight. Especially if sailed on the pond shown in the two photographs here—the pond looks to be perfect. We are looking forward to the articles Don and friends.

"Rednose" sailing in company with a Soling giving an idea of relative sizes and showing that this schooner is no slouch when it comes to sailing ability.



IOM Class Secretary's Report... January 2004

By Lana Butler

First of all, thank you to all those who responded to my little survey published in the CRYA Fall 2003 Newsletter and to those of you who still intend to respond. Sorry to those who were missed for whatever reason. If you wish a copy of the survey, send me a message and I will get one out to you.

I will be responding to each of you who had specific requests/questions over the next couple of months but I hope I have summed up everyone's thoughts and feelings here for you. The following stats are from results of the survey sent to all current and past CRYA IOM sailors.

Of all the responders, all were current and renewing members except two. One a non-member about to join and one a past member now sailing in a non-member's group. All the participants presently own 1 to 4 IOMs plus an array of other class boats including, Solings, Marbleheads, Mini 12s, EC12s, US 1Ms, 36/600s, 10Rs, ACs, and Star 45s. That makes quite a fleet within the IOM community!

There were 4 IOMs reported for sale at the time the results came in. If you are interested, drop me an email and I will forward you the sailor's information.

Almost all belong to a local club or want to belong. Some clubs are not very active at present. I have listed below some clubs/groups that are trying to remain active and invite new members to join the racing/sailing. Those with regular scheduled sail nights are stated. If you are interested in a group but do not see a club in an area close to you, among our list, drop me an email, a letter or a phone call and I will attempt to find a sailor close to you who might have a group already started.

Everyone seemed to have posi-

tive things to say about the newsletter and its contents. I also received excellent input on types of articles they would like to see. It was suggested by one IOM sailor to put out an appeal for articles, not in desperation at the deadline of each newsletter, but continually, with reference to topical items...

Soooo - we are looking for articles on or about the following, TECHNICAL ARTICLES (most asked for item), YACHT BUILDING, YACHT RACING (also known as "go fast" articles), RACING EQUIPMENT, RACING RULES, RACE RESULTS & REGATTA REPORTS (local and regional), NEWS-ACTIVITIES-INFO FROM CLUBS AROUND THE COUNTRY (also popular), NEW BOAT REVIEWS, NEW SAIL REVIEWS, INFO ON NON-RACING TYPE BOATS, RADIO, BATTERIES, DESIGNS, TUNING, and to go with these lovely articles, PICTURES, PICTURES, PICTURES.

So, if you have something to say, or know someone with something to say, or have read something worth repeating, do let us know so we can share it with everyone else. These Topics are suggestions only, other topics are also welcome.

These articles do not have to be IOM focused even though this survey was initiated by me as IOM Class Secretary and I am reporting it in my regular column. We welcome any sailing info. You will be happy to know there is no deadline so you don't have to stop trying because you think you've missed the newsletter deadline - however, having said that, if you are a deadline motivated individual (as I write this the day before deadline) then, consider your deadline to be two weeks from Friday. If you miss that deadline, there is an-

other one every two weeks thereafter. About 44% of survey respondents have written articles for the newsletter in the past - and about the same will be pleased to do so in future issues.

Here are some comments from some of the IOM sailors; "...sailing is not only competing but enjoying the pleasure to sail without the pressure of those who want to win..."

"...come sailing with us some weekend in Toronto..."

"...many thanks for all the good work you guys put into the CRYA and the newsletter, the best of the season to you and all..."

"...I would be interested in weekend sailing, either IOM or Soling in or around the Ottawa/Kingston area..."

"...Kingston could organize another regatta during the summer..."

"...I believe local supplies of good boats will be essential in building a viable long term IOM fleet..."

And in conclusion, I would like to paraphrase a sailor from BC by saying. I encourage all those groups hosting Regional or National events to communicate their intentions and details ASAP, so those who have to travel any distance, "can plan/ramp up for these" events.

Thanks for that reminder and at the end of this Report is a list of the IOM events of which I am currently aware, both Canadian and US.

Turning now to "Active - Wannabe Active - And Wannabe More Active Clubs/Groups" These include, but are not limited to, the following; (if you are not on this list and wannabe... let me know. If you appear on this list and should not be here, my mistake... also, let me know.)

Thames Valley Model Boat Club, London, ON – spring until end of November, Wednesday and Saturday. South side of 401, West of Wellington Rd exit to London – Contact Reg Gregson at 519-432-2157 or sandgrunder@sympatico.ca

West Island Ship Modeller's Club, Montreal, QC – Once a week in summer, site TBA. Hosting Midnight Poolside sailing. Contact Dennis Edge at authentica@sympatico.ca

Metro Marine Modellers, Toronto, ON – Weekends, Thursday mornings – Humber Bay Park, To-

ronto. Contact Keith Rodgers at 905 639 4755 or Klaus Ruthard at ruthard@rogers.com or drop by the pond

Kingston Yacht Club, RC Sailors Club, Kingston, ON – Monday evenings (Block "D"), Sunday Frostbite Series in the Fall (wherever the lake is still open). From April until the lake freezes over (January this year!) Contact Peter Van Rossem at 613-546-9777 or vanrossem@king.igs.net

Ottawa Model Yacht Group, Ottawa, ON – Previously, Wednes-

days at Andrew Haydon Park Facility. Anyone interested in sailing in the Ottawa area... contact Willy Pullen at willy.pullen@sympatico.ca

Royal Vancouver RC Sailors, Vancouver, BC – presently no active racing schedule, if interested, contact Brian Woodward at Brian.woodward@telus.net

RCYC – RC Sailors, Toronto, ON – No active racing schedule at present. If interested, contact Hugh Kidd at hugh.kidd@bljc.com (RCYC members only please)

2004 IOM Schedule

(As known to date)

March 6, 7	Midnight Poolside Sailing in Montreal
March 6, 7	The 3rd. Annual Dallas Blow Out IOM Regatta.
March 27, 28	San Diego, California IOM Regatta
June 18, 19, 20	US National Championships, Jacob's Rock, CT, US
August	Canadian IOM National Championships, Vancouver, BC (date TBA)
September 18-19	CORK – Kingston IOM Regatta, Kingston, ON
October 2nd.	Stanford Cup – Team Racing Event, Kingston, ON (date TBA)

Below:-

Three Canadian IOMs closely grouped at the recent Florida IOM meet. Peter Van Rossem leads sailing 99, Don Martin is following with 88 and Marko Majic is in hot pursuit sailing his "16". Interesting, I thought, it almost seems as if there are 3 different suits of sails being used here as USA 311 seems to have a taller rig than any other boat and "98" a size smaller! Possibly "311" has less heel on having lost his wind the Canadians to windward of him and 98 really was flying the B Rig. Perhaps in the next issue all will be revealed by Lana.



The Bluenose Project

By Doug Munro

Toward the end of October 1938 a young boy raced home from school to turn on the radio for news of the International Fishermen's Trophy Race off Halifax. The news was worth the run home as the announcer stated that the schooner Bluenose had beaten the American schooner Gertrude L. Thibaud in a best of five series. Bluenose had defended the cup and proven herself the finest of her class. That boy was myself and a lifelong love affair with that beautiful ship commenced from that moment on. The war would end schooner racing but that autumn remains fresh in my memory as does her skipper's words: "The wood of the vessels that will beat the Bluenose is still growing." Captain Walters was dead right!

When I started my research in the 1960s there were no accurate plans available for the ship. Subsequent correspondence with the curator of the Museum of the Atlantic in Halifax ended with the curator preparing and sending me a set of hull lines and a general arrangement plan. Then many years later a friend gave me a copy of the naval architect's sail plan and now I had all the information to commence the model's design but a busy life as a building architect precluded me from active modeling until my retirement in the late 1980s.

I enlarged the original drawings from $\frac{1}{4}"=1'-0"$ to $\frac{3}{8}"=1'-0"$, giving me a hull length of 53 inches and an overall length of 70 inches. From my files of English model yachts, I realized that Bluenose's displacement should be around 25 lbs to enable her to carry the lead ballast required to keep her on her feet in heavy going. I was about to run into the Cube/Square Law when reducing full size hulls to model proportions. Briefly stated this law says that in reducing a ship to scale, the sail area goes down by the square (length X

width) while the immersed volume of the hull goes down by the cube (length X width X depth). In model form the sails are much more powerful than the full size. I calculated the displacement and found it was much less than those models of a similar size in my files.



So I added six scale feet to the beam (2.2") and increased the draft to 10% more. Another calculation gave me a displacement of 25 lbs – about right, I thought.

The next decision was hull construction. I wanted a light, strong hull so fiberglass was the way to go. I built a laminated wooden plug comprised of 14 layers of timber. It completely decimated my hoarded supply of white pine but the finished product looked beautiful with its lovely lines delineated by the laminations.

Bluenose has tumble home to its topsides (a sloping inboard of the top – like a canoe). This meant that I needed a split mould so I could get the plug and casting out without damage to either. This was done with many adventures and set backs as I learned my new trade. Now – ten boat hulls and two full size din-

ghies later – I am reasonably good at it – for an architect at least!

The lay-up of the hull commenced with the usual gel-coat, 6 and 10 oz. fabric and a finishing inside coat. I use only fiberglass cloth in model lay-ups as with the small quantities used it is cheap enough,

wets out better, and is stronger than fiberglass mat. Nothing is quite so satisfying as hearing the mould pop as it breaks the vacuum and you first see that shining, lovely creature waiting to step forth and become a ship!

I installed the pine inwales with epoxy at the correct height and the deckbeams and hatch carlins. Birch floors were glued athwart the keel to take the keel bolts. The exterior keel was cut out of birch and bolted and epoxied in place and a 2-1/2" deep sailing keel carrying the ballast torpedo was bolted to the main keel. This sailing keel offers additional lateral resistance as well as getting the ballast and the C.G. as low as possible. In winter this keel is removed so that the hull looks scale in appearance.

The decks were planked with $\frac{3}{16}" \times \frac{1}{4}"$ bass properly nibbed into the margin planks at the sides—this



took 2-1/2 months of work. Plank seams were simulated using black construction paper available at the stationers, glued to the plank edges – 3 coats of epoxy and 4 of varnish completed it.

Deck hatches were built in the usual manner and were made larger than scale to facilitate access to the

sail winch and steering servo. Dories were planked up with 0.030" styrene sheet and the anchor windlass was built of birch and brass with ratchets and gears filed by hand.

All the spars were of necessity built of pine, a short-grained wood. The proper material is Sitka spruce, a long grained aircraft wood unfortunately unknown in eastern Canada.

The sails are of 1-1/2 oz. spinnaker material obtained from a local sail maker cut with a hot knife (blade in an electric wood burning tool). The cut sails were taken to my sail maker and she stitched the tablings (hems) for me. I installed the necessary grommets.

Rigging the ship took a lot of thought. The temptation is to duplicate every block and line. I soon found out that this just would not work—the friction of the blocks and the yards of running rigging plus the lack of an active scale crew made it impossible. I settled for getting the standing rigging fairly accurate with everything terminating in hooks and clamps that could be quickly rigged at pond side. The running rigging I simplified it as much as possible but you cannot see the loss of detail at a 10-foot distance.

I only sailed her five times last summer, four times on almost wind-

less days. As can be imagined, there were glitches and other teething troubles such as the need for a larger sailing rudder. One day though, I was alone at the pond with a stiff sailing breeze and everything worked properly. She sailed magnificently.

I have a Dumas #3701 with two channel Futaba radio. The winch is non-proportional which causes problems. This winch is 30-year old technology and will be replaced next season.

Bluenose is fun to sail although with her long keel she is slow in stays and turns on a 15-foot radius. The real vessel took 10 minutes to tack in heavy weather! This surprises many of my sailing friends who think she should turn within her own length like a 1 metre boat. But a 26 lb Bluenose, reaching at 4 knots takes a lot of stopping! T-boning a Mini-12 at speed could be a disaster! Fortunately, I have avoided that so far.

This had been a very satisfying project for me to undertake. Watching her lift and plunge to the waves like a full size vessel instead of bobbing like a toy boat is really something to appreciate.

Maybe Captain Walters was right: "...the wood of the vessel that will beat the Bluenose..."

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Experimental Four Masted Schooner “Bingo”

By Don Nelson

The most laborious and time-consuming task facing lazy model boat builders such as myself is the design and construction of the hull. Hard chine hulls are easy to build but have their limitations and I haven't the faintest idea of how to fashion a mould and lay up a sleek fiberglass hull as some of my more talented friends do.

So when I discovered an off-the-shelf fiberglass hull which is not only very beautiful, practical, and just about the right size, I couldn't resist. The hull in question is Frank Scott's Mini 12, which is turning up in increasing numbers at R/C clubs in Canada and the U.S. Although I'm not interested in racing as such, the size, shape and layout of the Mini 12 seemed to offer lots of potential for experimenting with various rigs other than the standard racing sloop rig. In response to several requests Frank has already developed an alternative schooner sail plant for the Mini 12 and the past summer saw several examples sailing well on our pond here in Ottawa.

I decided to take it one step further and see what sort of performance one might get with a 4-masted version. A few minutes scribbling with a pencil on the back of an envelope produced a suitable layout and sail plan, which was translated in a matter of a few weeks into a good looking 4-stick schooner. A bowsprit extends the standard 45" Mini 12 hull to a total LOA of 49". She weighs in at 18 pounds, give or take a pound or two. She was launched in June and given the name “Bingo” – mainly because those were about the only letters left on my sheet of alphabetical stick-ons.

Despite the fact that the total sail area is only some 480 square inches, compared to the 600 of the standard Mini 12/Soling rig, “Bingo” sails surprisingly well and is almost as fast as the sloop version. One reason is probably because she needs less lead ballast in the keel as the masts are much shorter and the centre of effort is therefore much lower. But my boats are built more for appearance than speed anyway and her six sails always attract the attention and admiration of onlookers of all ages.

servo is mounted immediately in front of the rudder post and, as this may make the boat a little tail heavy, this should be borne in mind when pouring the lead shot ballast into the hollow keel – or you can do as I do and place some extra lead right up in the bow as a counter balance.

The masts are made from aluminum tubing salvaged from an ancient rooftop TV antenna and the sails are as usual cut from drafting Mylar. The deck and hatches are mainly 1/8" sheet balsa partially covered



The Mini 12 hull has a full-length keel with attached rudder. This makes it ideal for sailing on ponds where weeds are lurking just below the surface. There is ample space within the hull for electrics – including the simple arm winch which is connected to all 6 sheets. Each sheet is led to the winch arm through plastic tubing to avoid snagging on anything under the deck. The rudder

with some pieces of oak veneer donated by a kind friend – all well varnished.

Unfortunately I cannot offer to provide sets of plans for “Bingo” to anyone interested in building their own 4-master – however, if you are ever passing this way I might let you take a look at the pencil sketch on the back of that envelope I mentioned to get you started.

Membership Renewal

Please be aware that CRYA Membership has to be renewed each year within the first 60 days of the year. Not all of last years members have done this yet and so besides losing membership rights this is the last newsletter that will be sent to those prior members until they have renewed their membership for 2004

RC Sailing in London Ontario

By Reg Gregson

I have been interested in R/C sailing for several years and in an effort to contact other skippers I posted notices in local hobby shops. Over a period of several months I had six other skippers interested in sailing together. We joined the Thames Valley Model Boat Club –this is a Hydro Plane club! But we came to an arrangement that we have exclusive use of the pond on two days a week and at other times with the Nitro sailers as the occasion arises.

The pond is situated on the south side of the 401., just west of the Wellington Road overpass. It has, I estimate, a surface area of about 6 to 7 acres and, best of all, it is WEED-FREE! It is treated each spring to inhibit the growth of any weeds.

Our fleet is made up of 5 Solings, 1 Victoria, 2 IOMs, 1 36/600, 1 Mini 12, and a Chinese Junk. Members

plans for the winter include the building of a schooner, the “Mary J. Ward”, and the completion of a Marblehead.

I also rigged my Tug Boat (electric drive) to lay out and retrieve

racing marks which works very well.

Editor’s Note—neat idea, made us think of using the idea at MMM, we will see if we can get more details for next issue.

Two Solings rounding a mark on a boating pond to die for.



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What made me do it ...

By Klaus Ruthard

Humber Bay Park in Toronto at the foot of Park Lawn Road is a quiet park area with a pond designed for sailing model boats. In the distance you can see downtown Toronto and in the summer on a Saturday or Sunday morning the model boats are readied for the regatta. The marks are laid out and after the last trimming and adjusting of the rigging they go off, racing. When the wind is light, even the slightest breeze, the boats glide along but when the breeze picks up, the race amongst the sailboats get exciting. It all has the atmosphere of a big boat regatta. Peaceful coexistence between birds and boats, wildlife and the quiet movement of the boats, this was, what I liked and what inspired me.

"Even if you don't built one, it's nice to think about it. And if you built one, I hope you have fun." Those were the words from Don Burton, a long time member of Metro Marine Modellers on my first visit to a club meeting. He lent me a book, unfortunately no longer in print, by B.H. Priest and I picked the latest of his designs that looked good to me. And so I built "Bewitched" which had lovely curves and like a Rubens woman, she was full figured. Knowing little about building I learned a lot, fast. She was built with balsa planks over shadows (which are frames that are later removed) and a mahogany veneer covered deck. This was my first experience in building a Vintage Marblehead R/C sail boat.

"Why a Vintage Marblehead?" you might ask. To me, a total novice, this boat looked the way a beautiful boat should look. With her sleek lines and simple shape I could not resist building it. As a teenager I saw a plan of a Marblehead in a model magazine and although there was then no water around for miles to sail a boat, I dreamed of building

her as I studied the plans. My hectic working life and the many overtime hours got in the way and kept me from realizing my dream until I retired and finally decided to go ahead.

I read up on model boat building in magazines, books and the internet and just started. Some 200 hours later - I didn't keep track of the time spent over the winter months - I was ready for the maiden voyage. In true seafaring fashion I had her christened properly (with ginger ale) by my wife and named her "Catriona", my wife's name. I made many items over and over again until I was satisfied with the result and still I want to change things, even if it is just the paint colour, to make her look better. That seems to be the destiny of most model builders: improve, and change, and change some more.

The next project was an even better and sleeker design, by many called old-timers the prettiest Vintage Marblehead. She is shown in this article. This was the "Mad Cap" designed by H.E. Richardson. The only way to have the real feeling of a



boat being created, I thought, was the planking method. This was the way real boats were built since time memorial. It takes time but the joy of seeing the hull grow plank by plank is like building the real thing in a boatyard. This time I had chosen to build the hull and deck from cedar. It is much better to work with for an application like this. Cedar is not as brittle as balsa, not much heavier and looks great when it is polished and varnished.

Many times I am asked: "What does a boat like that cost—how long did it take you to build—you made it from scratch?" The "Bewitched" cost me more since I was still learning. "Mad Cap" was much cheaper to build. Two to three boards of cedar wood from the lumber yard which I sliced into strips myself, glue, paint, fibreglass and resin, the mast, booms, sails and the hardware do not add up to a fortune. \$100 to \$150 will certainly be enough plus the radio equipment. Naturally you can spent that alone on hardware if you are so inclined. How long did it take me? Again the first time around it took me more but on "Mad Cap" I did not spent more than 200 hours, building the hull from scratch and the third one took even less. It is not rocket science by any means, if I can do it, most people can do it. You need patience and more patience. On equipment I used a small band saw, a jig saw and a hand drill. A plane and some files came in handy as well.

Not much is known about H.E. Richardson. He was, of course, British and designed the "Mad Cap" around 1947. The drawing consists of a one page design of the lines at a scale 1:1 and the sail plan on the same sheet at 1:8. Everything else is left to your imagination and experience. Yet there is much help available by talking to other sailors, looking at their boats, reading books and the internet. The web site <http://members.rogers.com/ruthard/MMMgalleries/MMMgalleries.htm> leads you not only to the Metro Marine Modellers web site but also to picture details of the actual process I went through. Follow the links at the bottom of the page to the "Mad Cap" pages.

The "Mad Cap" was chosen, as I learned later, by Dale Wenninger of the US Vintage Model Group for his mentoring program which he started with 14 to 18 year old youths. This year alone he has registered some 20 new Vintage Model boats built by the teenagers under his supervision

and the participating parents. Sometimes I wonder if mentoring would not be a good idea to get young people interested in model building and model boat sailing. If you could get a certain group like a church group, boy/girl scouts, a school, a business or any other organisation interested and not only the youngsters but also their parents involved, it would be good for all parties. A project like this would teach craftsmanship as well as mental endurance and patience, which you need in everyday life anyway. Would anybody have any suggestions and/or would anybody be willing to participate in something like this? I would not want to go it alone but with a partner it would be a lot easier.

Craftsmanship, in whatever form it is found nowadays, seems to have stemmed always from the pride that man had to produce something of utilitarian use that was not only practical but also aesthetically pleasing. With a few exceptions, almost anything that they tackled was always carried out in a way that leaves us today with a sense of awe at the skill of the ordinary tradesman of the past and the next generation always had to surpass the former.

And so it is with model boat building. Lack of knowledge of "why" and "how" led me deeper and

deeper into the realms of boat building until I began to understand just how much of the past tradition of "doing it the right way" had been dictated by the material used and the skill of the tradesman with his tools. I learned to work with various woods like balsa, cedar, mahogany, teak, poplar and pine and learned to appreciate their different properties and strengths. Painting and polishing were also something I didn't do much of before and I had to learn it the hard way.

I made many "mistakes" but the contentment and pleasure I got from seeing the boat take its shape made it less and less difficult to follow the procedures as I was progressing. The long overhang of the "Mad Cap" for instance gives her the grace that was so common at the time of her design. My woodworking skills were so limited that I had to start from scratch learning the best way of doing things before I reached a quality of work that I could live with.

The boat is built in the traditional manner with traditional materials, except maybe for the fibreglass layers which give her the strength and makes her hull waterproof. She rides steadily for her size, even in choppy water and her lines and curves are definitely beautiful.







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Errata I

By “the Editors”

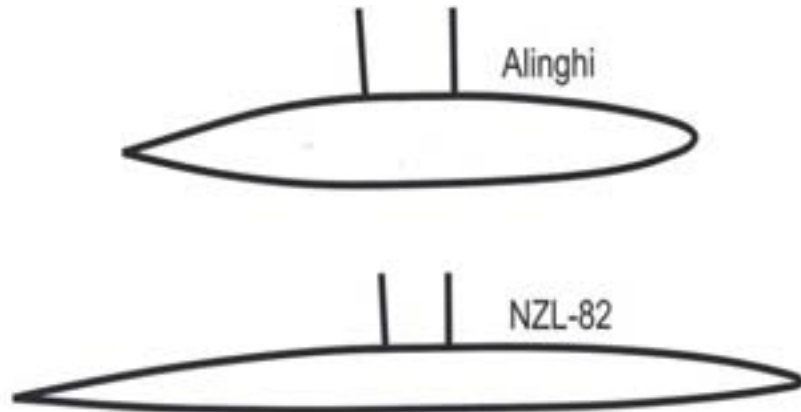
Keel Bulbs—the Long and the Short by Mike Gibbon

I am assured me that there was no deliberate intent to cut short my bulb article and reduce the diagram to two curved lines conveying very little of the intricacies of advanced keel bulb design. And having worked with our particular software package for four years now you learn that, like certain other “user hostile” software packages from the same vendor, this one has its own ideas on what things should look like.

In case anybody did:-

1. Read the article,
2. Notice the diagram was somewhat lacking and,
3. Wanted to know what was missing ...

For them we try to reproduce the diagram again—here it is.



Those readers who maintain a full set of these newsletter in mistaken belief they may at some future time have collector value are encouraged to copy this image and paste it into the otherwise useless space in the article in the last issue.

Quite different in shape are they not? As was said in the article—results on the race course suggests that for big boats fatter is good, while for our smaller boats the long and skinny works better.

Errata II

The last page of the Fall 2003 Newsletter was not left blank because we were providing our readers with somewhere convenient to write their shopping list. On that page should have been a **Membership Application Form**.

Sorry about that but we suspect same software glitch that struck “Keel Bulbs” then nuked out the following page.

Readers are encouraged to use the form printed with this Newsletter and make Larry’s day for him.

If our software again enters its “self edit mode” and the last page is yet again blank then you will need to go to back issues and find a newsletter where we did actually get it right.—somewhere there will be one.

Soling 1 Metre Sailors

Please make a note on your calendars for June 12th. and 13th. This year that you should be in Toronto for that weekend with your Soling finely tuned and ready to go.

Ray and I are taking a break from writing and will be sharing organising duties for this AMYA Region 1 event - one that also welcomes all Canadian Soling sailors whether they are AMYA members or not. Metro Marine Modellers was, and remains, Club #5 in the AMYA and thus is able to organise both CRYA and AMYA regattas.

Ray will be Race Director and I will try to get things organised ahead of time and probably row the Chase boat around the course shifting marks and recovering the odd Soling skipper that slips into the pond in their enthusiasm.

In June the winds should be reasonable—the calm days of a Toronto summer are still a couple of weeks away normally.

But if those winds come out of the south then dress warmly as the wind will have travelled over many miles of frigid Lake Ontario before it

warms itself up on your body. By this time of year most of the Ice Floes have gone and it is rare to see a Penguin, most having flown south by this time—but cool it can be.

Please come with your Soling—lets see whether we can attract at least 30 sailors to this event—we will only restrict entries when we just can no longer handle frequency clashes or we find ourselves with too many boats on a start line even with a heat system. Register early to avoid disappointment!

2004 AMYA Region 1 Soling 1 Metre Class Championship

Toronto, Ontario CANADA

June 12 – 13, 2004

Hosted by Metro Marine Modellers

Where: Humber Bay Park East, Toronto, Ontario.

Entry Fee: US\$25 (CDN\$35) to be received by **May 31**. Late entries accepted at the discretion of the Race Director. Fee includes lunch both race days. We reserve the right to limit the number of entries if there are too many irresolvable frequency clashes—entries allowed would be based on date of receipt of application—it is unlikely such measures would be necessary with less than 30 entries.

Send to: **Michael Gibbon**
1340 Monks Passage
Oakville, Ontario L6M 1J5
905 827 6026 **Email:** magibbon@cogeco.ca

Eligibility: **AMYA Members**
CRYA or other ISAF/RCD Membership Accepted

Yachts: Yachts must comply with current 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 number of entries permit.

Accommodation: List of Motels, maps etc. will be sent to entrants if requested.

Entry Form:-

Please complete and return with payment to address above – cheques/money orders made payable to **Metro Marine Modellers**

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