



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Winter 2005

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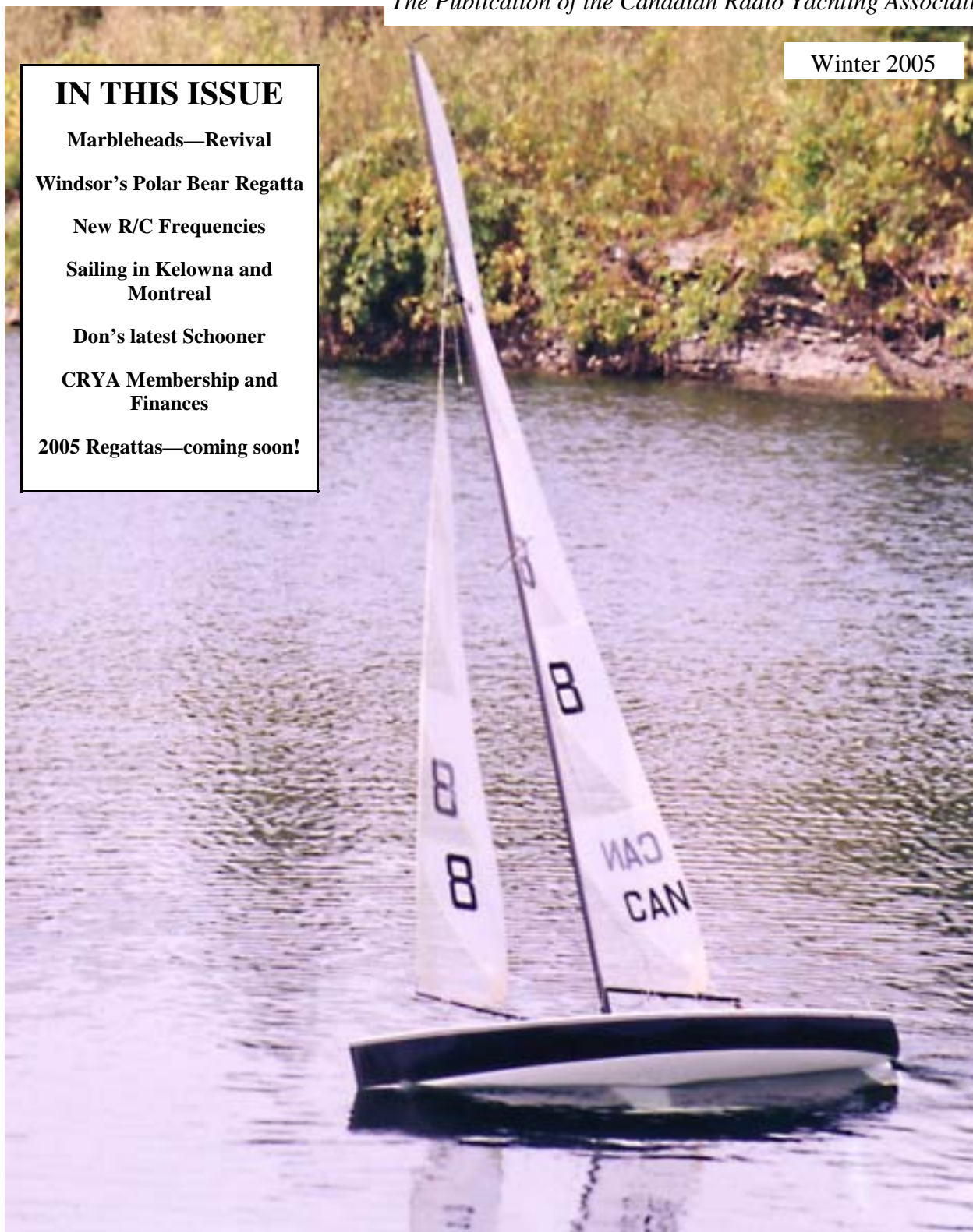
**New R/C Frequencies**

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## 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  
ISAF-RSD 1M Class Rules, Certificate and Measurement Forms  
CRYA Membership List

#### On the Cover

Terry Doble's Marblehead "Qzmun Magic Dragon" heeling to a gentle breeze. Terry writes in this newsletter making a plea for support for the Marblehead class both in its modern, high performance "big waters" form and also in its vintage form shown here from 1975. Then the Marblehead was the most popular class of model sailboat coming to replace the A Class as the premier International class—a position it still holds if you judge premiership on a balance of speed, technology deployed and measure too the number of countries sailing the class.

Elsewhere in this newsletter we note that the A Class is not dead—that a pocket of new enthusiasts are building boats and planning to sail them internationally this year. Is this then a time of revival for the fortunes of two classic classes or a dying gasp for them against the popularity of the 1 metre boats and in particular the IOM?

## 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

Position	Name	Address	Phone / Fax	Email
<b>President</b>	<b>Lana Butler</b>	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	lalift@king.igs.net
<b>Past President</b>	<b>Don Martin</b>	#302 2350 West 1st Ave. Vancouver, BC V6K 1G2	604-731-7338 604-773-6052 (fax)	dam242@telus.net
<b>Executive Secretary</b>	<b>Mike Gibbon</b>	1340 Monks Passage Oakville, ON L6M 1J5	905-827-6026	magibbon@cogeco.ca
<b>Treasurer / Registrar</b>	<b>Larry Miskie</b>	46 Henderson Drive Aurora, ON L4G 3L2	905-727-4050	larry.miskie@sympatico.ca
<b>Technical Director</b>	<b>Bob Sterne</b>	3785 Edinburgh St. Burnaby, BC V5C 1R4	604-299-0767 604-299-2547 (fax)	rCsail@ca.inter.net
<b>Communications Director</b>	<b>Ray Davidson</b>	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	raymodav@pathcom.com
<b>Editors</b>	<b>Ray Davidson</b>	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	raymodav@pathcom.com
	<b>Mike Gibbon</b>	1340 Monks Passage Oakville, ON L6M 1J5	905-827-6026	magibbon@cogeco.ca
<b>Regional Directors</b>				
<b>British Columbia &amp; Prairies</b>	<b>Nigel Ashman</b>	2008 Laurier House, Vancouver, BC V6G 1Y6	604 684 6560	n.ashman@telus.net
<b>Maritimes</b>	<b>Gary Bugden</b>	63 Union Street, Bedford, NS B4A 2B6	902-835-5006 902-835-4963 (fax)	Gbugden@accesswave.ca
<b>Ontario</b>	<b>Ray Davidson</b>	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	raymodav@pathcom.com
<b>Quebec</b>	<b>Dennis Edge</b>	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@sympatico.ca
<b>Class Secretaries</b>				
<b>A Class</b>	<b>Doug Diet</b>	461 Belle Isle View, Windsor, ON N8S 3G2	519 974 6101	ddiet@wincom.net
<b>Marblehead</b>	<b>Dick Stanford</b>	737 Truman Dr., Kingston, ON K7M 5C1	613-384-5935	dick.stanford@cogeco.cat
<b>ISAF 1M</b>	<b>Paul Davis</b>	50 Lakeshore Rd., Kingston, ON K7K 6R5	613-384-0246	pmdavis116@compuserve.com
<b>US 1 M</b>	<b>Dave Bowes</b>	1095 Afton Rd., Peterborough, ON K9J 8L1	905-745-1088	dbowes12@cogeco.ca
<b>Victoria</b>	<b>Charlie Mann</b>	80, Newbury Drive, Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@sympatico.ca
<b>Soling</b>	<b>Paul Switzer</b>	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
<b>Mini 12</b>	<b>Bernie Reid</b>	192 Kehoe Street, Ottawa, ON K2B 6A5	613-596-4595	avalanche@cyberus.ca
<b>CRYA Measurers</b>				
<b>British Columbia &amp; Prairies</b>	<b>Brian Woodward</b>	Vancouver	TBA	brian.woodward@telus.net
<b>Ontario</b>	<b>Hugh Kidd</b>	Toronto	416-488-8466	hugh.kidd@bjc.com
	<b>Don Burton</b>	Toronto	905-274-6703	donburt@rogers.com
	<b>Peter Van Rossem</b>	Kingston	613-546-9777	vanrossem@king.igs.net

# President's Report—January 2005

By Lana Butler

A Happy New Year to the CRYA and its members. As the weather is getting milder already, I imagine all you RC sailing enthusiasts digging out yacht parts, fixing, building, maybe waiting beside the mailbox for the new parts to arrive.

When asked if I would stand for President of the Board, I first thought about how busy I can be and about not having the time needed to give this position the time and energy it deserves. After carefully pondering and reorganizing my other responsibilities, I decided that I would like to try and bring some presence to the CRYA and to you our members. I believe strongly that if you want to see change, you need to become involved to make change happen.

As a member of CRYA, even as a class secretary, it's really only a small picture of the whole organization. I can see that there are some areas in which the CRYA might be more active and ultimately improve the promotion and enjoyment of model yachting across this great country. I would like to share some ideas and visions of the organization, and my intentions for the next two years.

First of all, without members, the CRYA is nothing, so I would like to express that membership is of utmost importance. Opinions, ideas, and comments are most welcome and encouraged. I will ask for opinions and participation on everything I can, and encourage members to get involved. Remember, if you are not willing to get dirty, you can't really complain about the mess.

One of first things I looked at was the lack of people involved on an

administrative level. I solicited the west coast and found us a regional director for Western Canada. As you can see, since the Prairies and BC are presently grouped together, he is spread a little thin, so if there are any sailors in the Prairies, for example, willing to assist Nigel in his plans to bring life back to sailing in the West, drop him a line. I am sure he would appreciate your involvement.

Another project I have begun to look at is the CRYA Website. I have received several emails asking questions about content, updates, direction of the site. I would like to see the website become a vehicle for the members. It really is your electronic newsletter, of sorts. So, in that light, I am prepared to appoint a committee to look at the website. This would be a small group of interested members willing to cruise the existing site, look for additions, deletions, changes, etc. Between the group, recommendations could be made back to the executive for implementation. The committee members should be willing to commit on-line time to cruise the site, review for updates, and hunt for pertinent information for the site. I invite anyone interested in this challenge to please send an email with your availability and intentions.

The third issue I have begun to look at is our lack of measurers in the organization. Presently, we have "officially" three measurers. One of these three is on a "big boat" sailing down south some place and another of the three wants to retire from the job. Presently, measurers are trained in all classes of CRYA sanctioned yachts that compete on a national or

international level. That is not to say that it has to stay that way. For example, if someone sailed Solings and wanted only to be a measurer for the Soling Fleet, then we could certainly enlist them as such. Don Burton, who is patiently waiting for retirement, (thank you Don) can be available to help train anyone who would be willing to learn to be a measurer. I know there are some out there who have been doing measuring for their particular class of yacht already, so I ask that you come forward so we can officially certify you in that class of measuring and add you to the list so members needing their yachts measured can find you.

As you all have noticed by now, in review of the financial statements of the CRYA, there is a surplus of money in our assets account. A budget committee has been set up to review this. Some of the money is earmarked for administrative items such as, web-space setup, associated web-space costs, promotional items - display boards and backdrops. Proposals will be requested and reviewed from Regional Directors needing assistance in the promotion of the CRYA and radio control sailing, in their regions.

While there are many things that I will look at over the next two years, none is as important as reaching new and potential members all across Canada to encourage and promote designing, building, racing and sailing of radio-controlled sailboats. I appreciate your viewpoints and invite anyone with promotional or other ideas to forward them to us.

## Rechargeable Batteries

By Isidor Buchmann

Readers might wish to look up an interesting web site at [www.buchmann.ca/newarticles.asp](http://www.buchmann.ca/newarticles.asp) Some good information on rechargeable batteries and what is real and what is hype. And coming in a future newsletter—Editor Mike's experience with "memory effects" in NiMH batteries—how a good battery had a near death experience.

# Financial Report

By Larry Miskie—Treasurer

## CRYA Profit Income and Spending for 2003 and 2004

	1/1/03 through 31/12/03	1/1/04 through 31/12/04
<b>Income</b>		
Advertising Income	\$ 540.00	\$ 270.00
Donations	\$ 6.00	
Dues	\$ 2,890.50	\$ 3,981.50
Misc Income	\$ 101.52	\$ 128.16
<b>Total Revenue</b>	<b>\$ 3,538.02</b>	<b>\$ 4,379.66</b>
<hr/>		
<b>Expenses</b>		
Bank Charges	\$ 2.00	
Printing	\$ 1,143.20	\$ 1,048.94
Subscriptions	\$ 214.13	\$ 330.26
Supplies (postage, envelopes etc)	\$ 1,316.06	\$ 1,462.35
<b>Total Expense</b>	<b>\$ 2,673.39</b>	<b>\$ 2,843.55</b>
<hr/>		
<b>Operating Surplus</b>	<b>\$ 864.63</b>	<b>\$ 1,536.11</b>

## CRYA Assets

	As of 31/12/02	As of 31/12/03	As of 31/12/04
Bank and Cash Accounts			
CRYA Chequing	\$ 3,695.96	\$ 4,463.09	\$ 6,077.56
CRYA Petty Cash	\$ 41.74	\$ 139.24	\$ 60.88
<b>Total Bank and Cash Accounts</b>	<b>\$ 3,737.70</b>	<b>\$ 4,602.33</b>	<b>\$ 6,138.44</b>
<b>Total Assets and Net Worth</b>	<b>\$ 3,737.70</b>	<b>\$ 4,602.33</b>	<b>\$ 6,138.44</b>

## CRYA R/C Sailor of the Year Award

By Lana Butler

The CRYA R/C Sailor of the Year Award was initiated in 1999 in order to recognize outstanding service to the sport in general or the organization in particular.

Candidates for the RC Sailor of the Year Award are nominated by the membership. All members of CRYA are eligible for nomination. Nominations may be made at any time during the year by forwarding a nomination letter (e-mail or post) to

the President and Board of Directors. The nomination should include a profile of the nominee and the reasons why he/she should be considered.

Nominations are reviewed by the Board of Directors and the annual recipient announced in the Winter issue of Canadian Radio Yachting Associations quarterly publication. This award was last given in 2001.

I am sure that there have been candidates since then that have unfortunately been overlooked. With that in mind, nominations for 2005 season are encouraged. Nominations for the 2004 or previous seasons back to 2002 will be entertained if received prior to the submission deadline for the next CYRA newsletter (April 30th.). Please get your nominations in today.

## Breaking News—a new R/C Frequency Band

**Doug Diet of the Windsor Model Yacht Club** reports that the use of the 2.4 GHz band can add additional channels for surface use!!

Digital RF radio operating on 2.4 GHz are legal in Canada and this gives a possible 79 more channels available for surface use in addition to the 30 channels on 75 MHz and 5 channels on 27 Mhz that we presently use. Doug further reports that one company has started manufacturing digital adapters and he would expect the others to follow suit. We suggest you check this link <http://www.spektrumrc.com>

Extracts from correspondence between the Government of Canada and Doug are given below showing how Doug tracked this new information down ...

To Bruce A Genery, Spectrum Management Officer, Central and Western Ontario District.  
905-639-6945 facsimile 905-639-6551, email Genery.Bruce@ic.gc.ca  
Industry Canada | 451 Talbot St., Room 1112 London ON N6A 5C9.

Hi Spectrum Canada,  
Could you tell me if this radio control equipment is legal is operate in Canada? <http://www.spektrumrc.com>  
It operates on 2.4 GHz using digital RF. Its manufactured and distributed by a company out of Illinois.  
Thanks  
Doug Diet

**From:** Genery.Bruce@ic.gc.ca  
**Subject:** FW: Legal in Canada  
Good Morning Doug .

If this device meets our specification RSS 210 and is labelled as such then it can be used in Canada. It is not in our list but if it meets certain criteria it the manufacturer may not have to submit it for testing but simply ensure that it meets the specification and label it as such.

Spektrumrc lists Horizon Hobbies as a retail outlet and two outlets in Windsor are listed under Horizon.

**Fabulous G Inc.**  
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# Report from the Okanagan—December sailing in Kelowna

By James Anderson and Dick Duggan

## Kelowna Parks and Facilities Committee

**Subject:** Kelowna's Waterfront Park Lagoons being well utilized.

The local sailors are continuing to participate in sailing events at the Waterfront Park Lagoons even as Christmas approaches.

We had a great time racing on Sunday, December 19 with a steady south-westerly filling our sails.

Sunday's event was enjoyed by both adults and children in spring-like conditions.

Here is one of the photos from that afternoon.

(Expressions of envy were heard from our sailing associates in Toronto, where they are experiencing bitterly cold weather)

Kind regards,

James Anderson & Dick Duggan

Okanagan Model Sailboat Association.



## Editor's Note

Ontario residents, and other weather inflicted unfortunates, may contact Jim by email at [jimander@shaw.ca](mailto:jimander@shaw.ca) and inquire as to relocation possibilities.

### For Sale.....

Mini 12 # 25. Fibreglass hull. White with red trim. Can be seen on the Quinte model YC web site. Complete just add radio and batteries— Futaba 3801 sail winch.

Asking \$ 650

Call Terry Doble at 613-476-1317 or e-mail at [tsd74@kos.net](mailto:tsd74@kos.net).

Reason for sale ... fleet downsizing.

### A New Development Class

There has been active debate, via an internet forum, around the need for a new development class for R/C Model Boats. A "3 Rater" was the original suggestion. Have a look at: -

[ayerpuzzles.com/cgi-bin/yabb/YaBB.cgi?board=news](http://ayerpuzzles.com/cgi-bin/yabb/YaBB.cgi?board=news)

What are your feelings on a new class?

Write in and tell us.

## Report from Quebec —October sailing in Montreal

By Graeme Welch

The first annual Fall Mini-12 regatta organised by the West Island Ship Modelers Club finally got underway on Sunday October 17<sup>th</sup> after a postponement due to an anticipated southwesterly gale. The delay did not change much as Sunday produced blustery winds at times as high

build a strong rig however, the day was simply exhilarating, with the Mini-12 exhibiting all the characteristics of thoroughbred ocean racer. Its ability to carve upwind through the steep swells and surf downwind at high speed made the racing an astounding and exciting spectator event

for occasionally surfing through the weed patches but the sight of boats festooned by weed across the bow was common. The wind tends to curve around the pier a bit, tempting at least one sailor to try the short route upwind under the pier with less than successful results.



### The Survivors !

Left -Right: - Nigel Sweetenham, Al Blackwood, Andrew Livadaras, Graeme Welch, Leo Styrzczula and behind the camera Dennis Edge

as 40 knots and a nasty chop superimposed over the previous days swell. And it was cold and raining, but it set the scene for some spectacular racing that tested the capabilities of the Mini-12 to the limit. It was also a test for the Race Committee (Nigel Sweetenham and Leo Styrzczula), who gained the admiration of all the participants by braving the elements to set an excellent course and keep the races on schedule despite the difficult conditions

The racing was a rude introduction for some of Montreal's new converts to Mini-12 racing, one of whom was racing for the first time, and as the day proceeded the weather took a heavy toll on rigs and fittings that anticipated Lake St. Louis's normal summer doldrums. For those who took advantage of the 16lb weight to

that attracted a good-sized crowd.

No one will ever forget the sight of Denis Edge's boat catching a good-sized wave and surfing almost the full length of the run in wild cascade of spray and foam. Despite this advantage there was some hard fought battles amongst the top three, with Denis finally overpowering the opposition. Graeme Welch was second and Andrew Livadaras became a convert by sailing a borrowed boat into a very credible third place.

The races were sailed for the first time off the Edgewater Pier in Pointe Claire. The location not only allows the boats to sail in clear air and deep water, but also gives sailors a clear elevated view of the course (and the weed patches blown in by the storm)

The Mini-12 lived up to its reputation however; there was no penalty

The organisation of the day was credit to Dennis Edge whose well-deserved win was matched by the appreciation of the all the participants for obtaining such an exciting venue and setting it up for the event. WISMC hopes to make this a regular event each fall on the Mini-12 calendar and hopefully the weather will again provide the same excitement. But no promises.

Footnote: The heavy weight of a Mini-12 combined with the high speeds under these conditions make the boat into a lethal projectile. Luckily all the boats escaped total demolition but the Montreal fleet will require silicone bow bumpers for future events.



# WISMC FALL REGATTA MINI -12

October 17th 2004

SKIPPER	SAIL#	RACE		RACE		RACE		RACE		RACE		RACE		RACE		RACE		RACE		FINAL
		1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	
Edge Dennis	51		0	1	1	2	3	2	5	1	6	1	7	2	9	2	11	1	12	12
Welch Graeme	48	1	1		1	1	2	3	5	3	8	2	10	1	11	1	12	2	14	14
Livadaras Andrew	76	2	2	2	4		4	1	5	2	7	3	10	3	13	3	16	3	19	19
Caeke Lewis	51	3	3	6	9	9	18	5	23	4	27	5	32	5	37	9	46		46	46
Jankowski Peter	77		0	5	5	9	14	9	23	5	28	5	33	5	38	9	47	9	56	56
Blackwood Al	74	9	9	4	13	9	22	4	26	9	35	4	39	9	48	9	57		57	57
Doble Terry	34	9	9	9	18	9	27	9	36	9	45	9	54	9	63	9	72		72	72
Steadman Bob	52		0	9	9	9	18	9	27	9	36	9	45	9	54	9	63	9	72	72

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# The Windsor Club's 5<sup>th</sup> Annual Polar Bear Regatta

By Greg Pare

On a beautiful sunny Sunday, November 14, 2004, we held our 5<sup>th</sup> Annual Polar Bear Regatta at the Belle River Marina in the back basin. This was a first for our club at this location, usually we use Blue Heron or River Canard, but as you all know Blue Heron weeded over and the Committee was worried that the water in River Canard would not be deep enough for the US1M Class to safely sail. We contacted the Town of Belle River and they in turn granted us permission to use the facility. And so we were off, this was a new experience for all of us. How

and a beautiful view too.

We had more exposure than this club has ever seen before. People just kept coming and going all day, asking lots of questions like: -

Who are you?

Where do you usually sail out of?

What kind of boat is that?

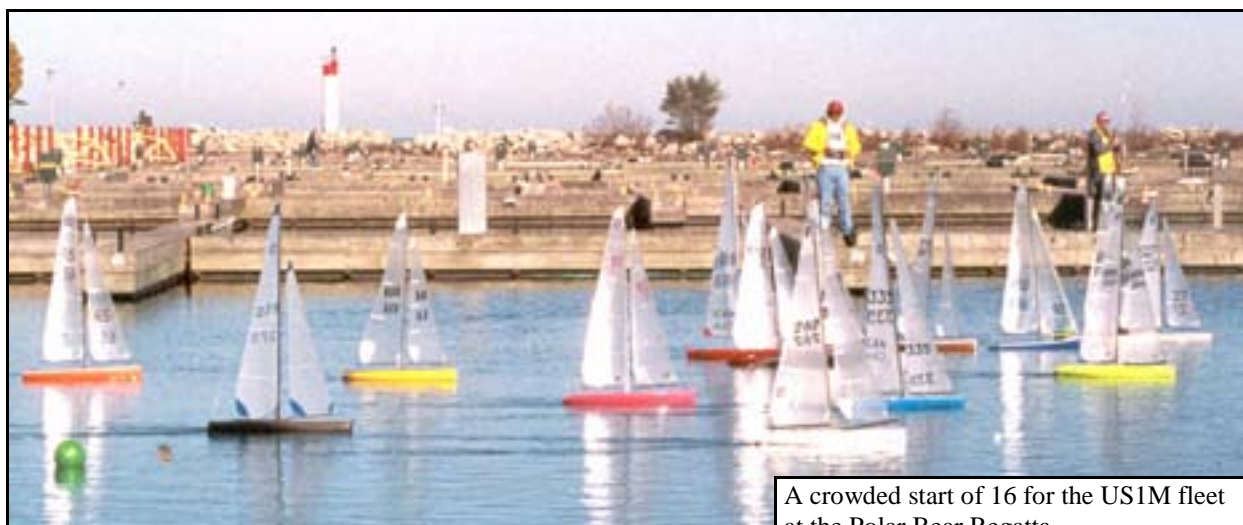
How much do they cost, and how do you get involved in the club.

This was all very positive for our club as we also had 8 - 10 new people racing Solings thanks to the generosity of the Soling owners our club

who loaned them out. Boats were sold and new members in the Soling Fleet are on the horizon.

We were asked if our club would like to sail here on a regular basis at the Belle River Marina. Town Council Members have agreed to set up a meeting with us to hear what they have to offer. Can't hurt, right?

To all that came out, Thank You, for those of you who missed, will have our 6<sup>th</sup> Annual Polar Bear Regatta in 2005. Hope to see you there.



A crowded start of 16 for the US1M fleet at the Polar Bear Regatta.

did it turn out you say?

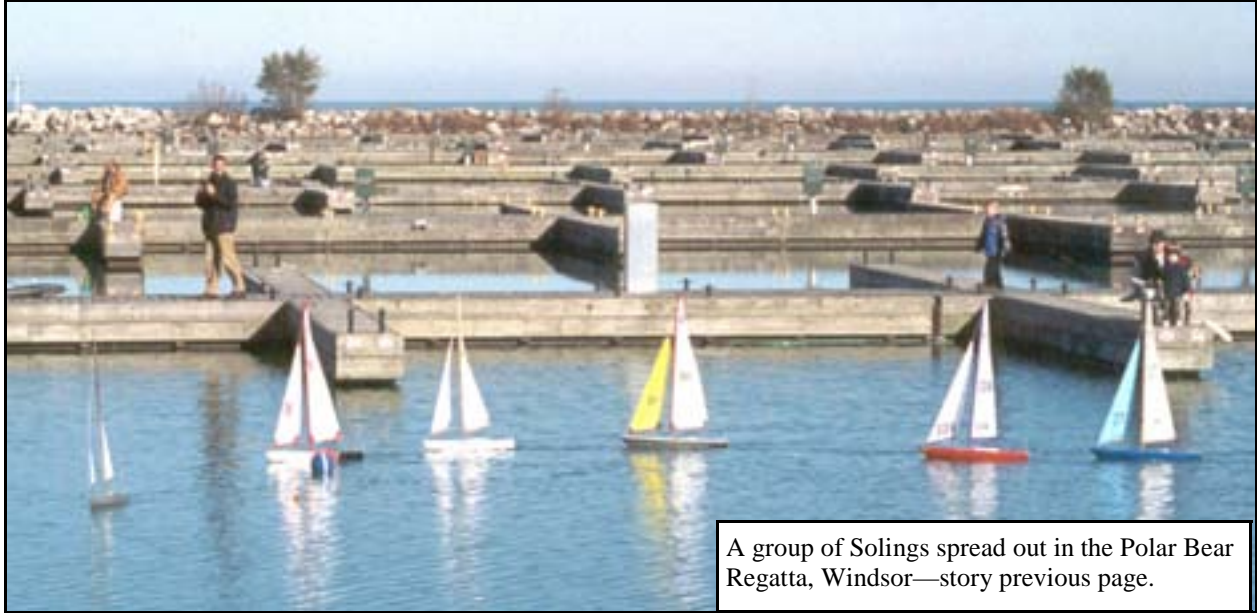
Well it was "Simply Great". We had a huge turnout with 17 or 18 US1Ms starting out and 16 finishing and 16 Solings also starting out with 10-12 finishing.

Wind was light at times but the competition was **HOT**. We even had entries from Michigan as well as from Toronto participating in the Regatta. We had a large turn out from our own club, which was really nice to see.

The course was set and only once did we have to change it. Being right on the lake was a great experience



Chili, the food for the chilling day at Polar Bear Regatta. Ken Peltier and Paul Delaney of Windsor scoop it up



A group of Solings spread out in the Polar Bear Regatta, Windsor—story previous page.

### Soling 1 Meter Class

- 1 Craig Noakes
- 2 Mark McCrindle
- 3 B.Pepin/W. Pepin
- 4 Charlie Mann
- 5 Brian McCrindle
- 6 Criag Gooch
- 7 I. Marentette/J. Marentette
- 8 Sam Irwin
- 9 Scott Salter
- 10 B. Pepin

### US One Meter Class

- |                     |                     |
|---------------------|---------------------|
| 1. Dennis Hendel    | 11. John Helmer     |
| 2. Ray Dagenais     | 12. Joost Gragtmans |
| 3. Bruce Zemke      | 13. Dick Reder      |
| 4. Brad Blackton    | 14. Ken Peltier     |
| 5. Paul Delaney     | 15. Darcy Fuller    |
| 6. Frank Vella      |                     |
| 7. David Balsdon    |                     |
| 8. Bruce Lancaster  |                     |
| 9. Terry Desjardins |                     |
| 10. Doug Diet       |                     |

Photographs of this event came to the Newsletter from **Doug Diet**—thank you Doug.

## The Ottawa Sailing Scene

By Bob Shea

The pond in Ottawa has now frozen over so its time to review the happenings of the past season. A strong contingent of sailors were out on Tuesday and Fridays sailing a divers fleet of boats . The highlight of the season was a fun sail day on August 13 when we had over 2 dozens boats of various types sailing to the delight of numerous spectators.

While there were no boats from outside the Ottawa area we hope that we can entice those who have or would like to have a different type of boat to come and join us next year and to experience our sailing sight.

There are a number of new boats

of various types being built that will further enhance the attraction of the fleet. Among the new boats are a number of scale and semi scale boats including a Chinese junk, a Bristol Channel Pilot Cutter and a multi-masted fishing trawler. In addition there are two versions of Doug Munro's new shallow draft design and a least one new Mini 12...

The Mini 12 fleet continues to grow with several of the owners expressing an interest in racing. How ever our experiment of assigning separate day for racing did not work out. Next year we are planning to have a scheme where those who wish

to race and still participate in the usual sailing activities can be accommodated.

It has been a number of years since Ottawa hosted a racing regatta but next year we are planning to change this by hosting a regatta for Mini 12's on Saturday June 4<sup>th</sup> so we would like all Mini 12 sailors to mark that date on their calendar. Anyone wanting more information on the regatta or other activities of the Ottawa Sailing Group can contact Bob Shea at: -

**bob.shea@sympatico.ca**

Or by phone at 613 831 6922.

# Yet Another Experimental Schooner Model

By Don Nelson

In 1960, two British sailors, Francis Chichester and Major Blondie Hasler, made a gentlemanly wager of half-a-crown that they could beat each other in a race from England to the U.S. in their small sailboats. Hasler's boat was a 26 foot modified Folkboat with a Chinese junk rig, and Chichester's *Gypsy Moth II* was not much larger at forty feet. Three other sailors subsequently joined in the challenge, so when the time came to cross the start line, there were five boats in the first single handed transatlantic race. From this modest beginning the idea of a single handed race to America caught the imagination, and the British newspaper "*Observer*" agreed to sponsor the event which took place every four years thereafter. It became known as the "Observer Single-handed Transatlantic Race (OSTAR)".

Each year the number of competitors grew, and the size and variety of competing sailboats increased accordingly. Inevitably corporate sponsorship eventually entered the picture as many of the vessels were far beyond the pockets of individual sailors. In 1976 there were two particularly large French entries; a 128 ft LOA three masted schooner named "*Vendredi 13*" and a 236 ft four masted behemoth called "*Club Mediterranee*". Despite their size, each was designed to be sailed by one man, and not surprisingly both did well against their much smaller competition.

Numerous books and films have been published over the years to document the various OSTAR races, but my own knowledge of the subject is only fragmentary and I only mention this background as it provides an introduction to this article.

On one of my periodic visits to the workshop of Frank Scott, best known to CRYA readers as the designer and builder of the Mini 12, I was offered the bare hull of an old

10-Rater sailboat, for which he had no further use. It was an enormous thing; some *eighty four* inches in length with a beam of only ten inches, it didn't look like any hull I had ever seen and I really had no idea what I might do with it. Nevertheless I'm one of those addicts who can never resist a bargain, so I seized the opportunity and managed with some difficulty to transport it back to my place. I cleaned it up and hung it from the ceiling in my workshop, where it remained for several months.

On my next trip to Frank's I was admiring the many sailboat photographs which adorn the walls of his workshop when I spotted a picture of "*Club Mediterranee*", with its four masts, each sporting a full Bermuda rig. I wondered how a model sailboat with a similar sail plan might perform, and decided that, with a little surgery, my old 10-Rater hull might just be suitable as a basis for such an experimental project. I had my camera with me so I took a photograph of Frank's picture, and this gave me the proportions of hull, mast height, sails, etc., enough to translate into a reasonable facsimile of the full size "*Club Mediterranee*".

I lopped off some fourteen inches from the stern, which still left me with a seventy inch hull to work with. Aluminum tubing was used for the four masts and booms, and a fairly long keel was added, filled with some twenty pounds of lead shot as ballast. The sails were cut from drafting Mylar, and there was ample space within the large hull for the usual electrics and batteries. Sheets from all four mainsails and jibs were led to a single winch arm, so they all worked in unison.

The deck layout and cabin were copied from the full size vessel and, despite my shortcomings as a model builder, I must say that when the topsides had been given a couple of

coats of black enamel and a red and white waterline stripe added, the finished boat looked surprisingly similar to the one in the photograph on Frank Scott's wall. Only the extremely long overhanging bow of the model differed from the almost vertical stem of the full size boat.

And how does she sail, you may ask? Well, first of all there was a slight problem in getting her up from my basement workshop and out to the car. At the top of our stairs one has to make a 180 degree turn, which I managed to negotiate with exactly half an inch to spare before taking a chunk out of the ceiling. Loading it into the car was similarly tricky, but by leaving the seats down and hatchback open I eventually squeezed the hull into the available space.

I had planned to conduct the initial test sail on a dark night, to avoid any critical remarks or embarrassment should the boat capsize or fail to perform, however I had to settle for an overcast evening at the pond, when no-one else was around. The first task was to rig the masts and sails and, as you may imagine with four times as many sails, shrouds, sheets and downhauls as usual, it took me at least four times as long to get everything assembled. Finally it was ready and with a bit of a struggle I manoeuvred it into the water without falling in.

In a light breeze she pulled away from shore, moving at a respectable pace and looking quite stately - all seventy inches of her. She appeared well balanced, and responded well to her rudder - albeit with a rather large turning radius. Like most of my boats, she will never win any races, but gets full marks for realism. Some evening strollers in the park stopped to watch and comment on her remarkable size and unusual sail plan.

I enjoyed a good half hour's sail, putting her through her paces before dusk began to close in and by the time I had manhandled her out of the water, placed her on her dolly and transported her back to the car park, it was pretty well dark, and the task of dismantling everything without being able to see what I was doing became quite a challenge. Nevertheless I got her home safely and chalked up her maiden voyage as a complete success.

Of course I just *had* to demonstrate her performance to the other members of our group a few days later, but it soon became only too apparent that bigger is not necessarily better. Quite apart from the battle to get her up and down the basement

stairs each time, I soon found that I was spending more time in the parking lot rigging and de-rigging the boat than I was actually sailing her. So my enthusiasm gradually waned, and in the meantime I must admit that she has become more or less a fixture in my basement as I prefer sailing the much more manageable One Meter, Mini 12 or similar sized models.

The unfortunate but inescapable fact remains that as one grows older, one's ability to carry large models around, launch them and - in particular - retrieve them after an afternoon's sail, diminishes noticeably. I gained a lot of pleasure from designing, building and sailing my "*Club Mediterranee*", but she has served to

remind me that the years are creeping up on me inexorably, and forty inches or thereabouts is probably just about the maximum practical LOA for chaps of my vintage. But I could of course be wrong, so don't let me discourage you. After all, one of the members of our power boat group has an amazing *eleven foot* long model of the aircraft carrier "*Bonaventure*", which attracts a lot of attention on the very rare occasions on which she puts in an appearance. As you can imagine, launching that monster is a two man operation. One of these days I must ask him how he gets *her* up his basement steps!



A 70 inch semi-scale model based on the French boat "*Club Mediterranee*" (LOA 236 ft), one of the participants in the 1976 single handed transatlantic race

# Registrar's Ramblings—CRYA Boat and Membership Data

By Larry Miskie

The tables, starting here and then continuing on the following pages, show that model sailing is making progress in Canada. New classes have driven up membership and boat registrations. While the IOM Worlds in 2003 spurred membership and IOM registrations in that year, other classes have been the drivers in 2004.

## Boats Registered in the CRYA

For the last three years I have been sending out a member information sheet each fall with the last newsletter issue of the year. The sheet is meant to be both a renewal form and provide an opportunity for the member to update the pertinent information by simply correcting any errata. To date the majority do not return the sheet, preferring instead to use the renewal form printed on the last page of the newsletter. Those folks who have taken the time to return the sheet with updates have been very helpful in getting the registry purged of long dead or discarded boats. Thank you all and keep those sheets coming in.

Note the Soling 1 Metre is now the largest class in the country but note also the level of interest for the Victoria One Design, the Mini 12, and of course the IOM

Class Name	Ident	Number of Boats
36/600	366	5
Americas Cup	AC	8
East Coast 12 Metre	EC12	11
Fantasy 32	F32	1
International A Class	IA	5
International 1 Metre	IOM	94
Marblehead	MHD	44
Mini 12	M12	43
Open	OPN	8
Santa Barbara	S/B	7
Six Metre	6M	1
Soling 1 Metre	S1M	143
Star 45	STR	1
10 Rater	10R	13
US 1 Metre	US1	49
Victor V32	V32	2
Victoria One Design	V1D	42
Vintage Boats	VIN	5
<b>Total by Active Members</b>		<b>482</b>
<b>Total in Registry</b>		<b>1,007</b>

## Members by Location

The table on the next page breaks out our membership by their geographic location. This table shows when a CRYA member last renewed their membership so that the entries shown for all years up to and including 2004 indicate the number of members that were once active but for whatever reason did not chose to continue with their CRYA membership.

The table shows that since 1998 there have been 450 people have been CYRA members. In 2005 some 125 of those have renewed their

membership—and yes 2006 is correct—certain of our members like to stay ahead of the curve and prepay their membership.

However 122 of those who were members in 2004 have yet to renew for 2005—this as of late February. You might note that typically the CRYA might expect to “lose” close to 40 members which seems a high number and it would be interesting to learn just what drives that level of drop out. If of the 122 only 80 do get around to renewing their membership then the CRYA will have over 200 members again in 2005.

Since 2001 I have been recording first year of membership as well as current status. At some point in the future we will have a better view to evaluate renewal and drop out numbers.

## Members by Club Affiliation

This final table presents another view of our membership. When a member records a club affiliation on their membership / renewal form that information is recorded. If a club is not recorded then the member is recorded as “Not Affiliated”. Again the information is presented for the years 1998 through 2006.

Location by Province and State	Members	1998	1999	2000	2001	2002	2003	2004	2005	2006
Alberta	8	3	1		1	1	1	1		
British Columbia	80	6	2	10	10	8	10	13	21	
Manitoba	2	1						1		
Nova Scotia	14	1		2	2		3	1	5	
Ontario	297	27	5	16	25	20	26	92	84	2
Quebec	32	1		1		4	3	11	12	
Saskatchewan	2	1					1			
California	1		1							
Colorado	1							1		
Florida	3			1				2		
Illinois	1					1				
New York	2								2	
Ohio	1								1	
Texas	2			1			1			
Washington	1	1								
Not Defined	3	3								
<b>Total</b>	<b>450</b>	<b>44</b>	<b>9</b>	<b>31</b>	<b>38</b>	<b>34</b>	<b>45</b>	<b>122</b>	<b>125</b>	<b>2</b>

	Affiliation by Club	Members	1998	1999	2000	2001	2002	2003	2004	2005	2006
AB	Calgary Model Sailing Club	4		1		1	1	1			
AB	Not Affiliated	4	3						1		
BC	Burnaby Assoc Marine Modellers	1					1				
BC	Burnaby Lake	1				1					
BC	Island District IOM Fleet	3				2		1			
BC	Kelowna Model Boat Club	1				1					
BC	Mid Vancouver Island Marine Modellers	3								3	
BC	Okanagan Model Sailboat Assoc	12							7	5	
BC	Royal Vancouver Yacht Club	17			3	2	2	4	2	4	
BC	Sydney North Saanich Yacht Club	1				1					
BC	Vancouver Model Yacht Club	11	5	1		1	1	1		2	
BC	Victoria Model Shipbuilding Society	8		1			2	2	1	2	
BC	Not Affiliated	22	1		7	2	2	2	3	5	
MB	Not Affiliated	2	1						1		
NS	Halifax Area Model Yacht Club	9						3	1	5	
NS	Maritime Ship Modellers Guild	1			1						
NS	Not Affiliated	4	1		1	2					
ON	Bluewater Model Yacht Club	3				1			2		
ON	Confederation Marine Modellers	3	1						2		
ON	Golden Triangle Marine Modellers	3							3		
ON	Guelph Community Boating Club	1							1		
ON	Kingston Yacht Club Radio Fleet	36	1		4	6	1		13	11	
ON	Lakeshore Yacht Club RC Fleet	10							2	8	
ON	Metro Marine Modellers	57	7	1	1	9	1	7	13	18	
ON	Niagara Model Yacht Club	5	1	1	1	1	1				
ON	Ottawa Remote Control (Yacht) Club	18					2		4	12	
ON	Quinte Model Shipwrights	1								1	
ON	Quinte Model Yacht Club	17	5		1				4	7	
ON	Royal Canadian Yacht Club	6						2		4	
ON	Thames Valley Model Boat Club	2							1	1	
ON	Toronto Hydroplane & Sailing Club	2	1					1			
ON	Upper Canada Model Yacht Club	1								1	
ON	Whitby Yacht Club	2							2		
ON	Windsor Model Yacht Club	45	1		5	4	4	5	18	8	
ON	York Region Marine Modellers	17				1		4	10	2	
ON	Not Active	8	1				5	1	1		
ON	Not Affiliated	61	9	3	4	3	6	6	16	12	2
QC	Beaconsfield Yacht Club	1							1		
QC	Hudson Yacht Club	11							7	4	
QC	Montreal Yacht Club	1								1	
QC	West Island Yacht Club	11					4	1	2	4	
QC	Not Affiliated	7	1		1			2	1	2	
SK	Not Affiliated	2	1					1			

# What's in a Name

By Ray Davidson

## The Norwegian Cat.

The word "Cat" has, for many years been used widely in marine terminology. First of all in the 13<sup>th</sup> Century it was applied to a type of rowing vessel having a beak like a galley, described as: -

"A small deck built over the stem ahead of the forecastle. Two lateral steering oars, and propelled by a hundred sweeps, which are long heavy oars once used in galleys, but now a days used only in barges and lighters. Each of these oars was rowed by two men."

A "Cat" was also the name of a merchant vessel of northern Europe, not unlike the Dutch Flute. It had very full rounded quarters and blunt bows with little rake to the stem or stern and with flat floors. It was really only a sort of tub designed to hold as much cargo as possible. Naturally enough it sailed very slowly and was sluggish in a seaway.

The rigging was simple. Three pole masts without tops supported lower and upper yards so arranged in 1702 that the yards and sails could be lowered to the deck easily in lieu of furling them aloft. This method made for economy of operation, as these simple evolutions could be worked by a small crew. Sometimes top-gallants were set flying above the topsails.

Another boat which was given the name 'Cat' or 'Chatte' was a sort of lighter employed in loading and unloading larger vessels.

"Cat" has been and still is a favorite word with seamen. The Cat Head, for example, takes its name probably from the ornament usually sculptured on the end of the projecting beam designed to hold the anchor when 'aweigh' well out from the

ships hull. This led to the term, 'to cat the anchor'.

The instrument of punishment called 'The Cat' is too well known to need any description.

The "Cat Hole" was another name for the Top or Lubber's hole.

"Cat Harpings" were the ropes used to constrict the shrouds at the hounds so that the yards could be more sharply braced around.

Among the family of cats aboard, you'd think that any mouse would be in great danger of meeting a sudden and tragic end. (Yet, Naval and Marine literature has failed to disclose that any such catastrophe, no pun intended, ever happened to any

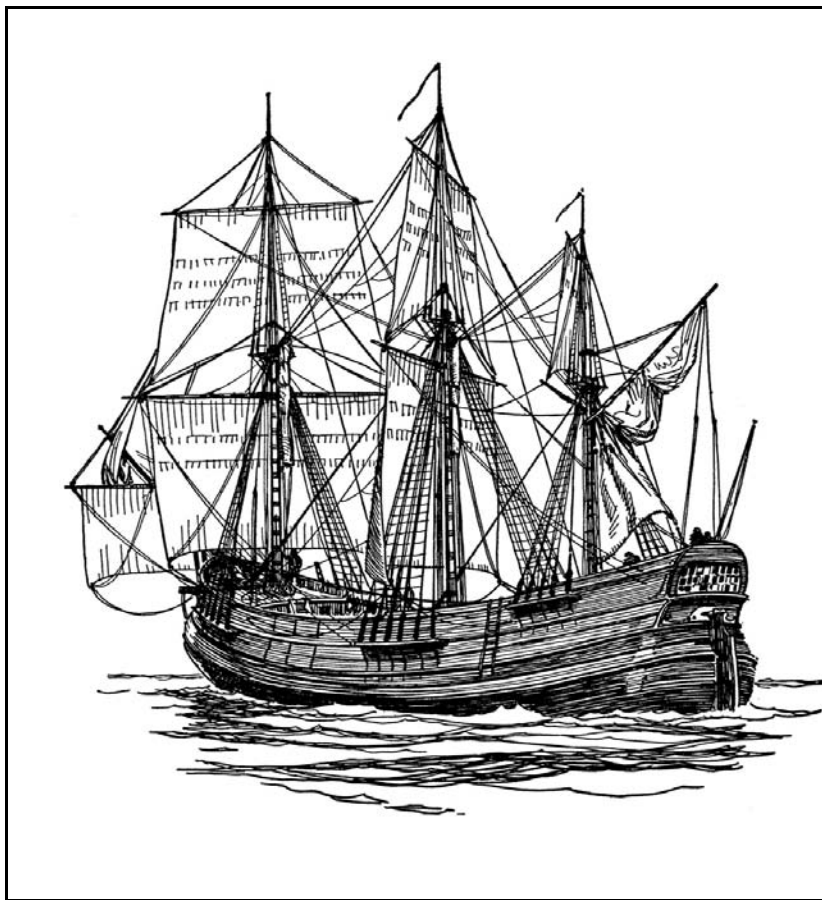
mouse on the old hemp-rigged vessels, even though they harboured many rodents as a regular and necessary part of their manifest.

Although, to give the mouse his due, a mouse is also defined as:-

"A large pear shaped knot composed of yarns worked around the eye of a stay to prevent it chafing against the mast".

And "mousing a hook" involves taking several turns of rope around the back and point of a hook to prevent the load from accidentally slipping off.

Anyway back to the "Cat" - here is a picture of vessel—a chubby little thing wasn't it!



Do you have any interesting facts about sailing or sailing vessels? Let us know about them about them and we will pas them on to our readers.

In the next few issues we will bring you some more, hopefully, interesting and little known facts about sail boats.

Perhaps one of them will even tempt Don Nelson to create a replica.

# The Race Director

By Ray Davidson

At the National or International Regatta level we all know there is a great deal of organization that goes into ensuring that the event runs like clockwork from initial registration, to the presentation of trophies at the end of two or more days of the regatta.

But even at the club level, there are still a few activities that have to be done to run even a fairly informal regatta. For some reason this relatively simple organizational procedure seems to baffle some people to the extent they never get involved. Skippers come to race week after week throughout the season, maybe win a race or two, perhaps even win the day, and then pack their boat away and go home happy with the day's sailing, but quite oblivious to the fact that marks appeared on the water plus someone was keeping the scores and making sure that the day ran smoothly.

Believe me, there is nothing complicated about being the Regatta Director (RD) for the day. It's even fun most of the time, plus you get to know your fellow skippers a bit better. So, if it is fear of the unknown that prevents those that have not so far offered their services as designated R.D., try this guide to running a one day regatta.

Say your club usually starts sailing at 10 am. The first thing, of course, is to be at the sailing site before everyone else arrives, about 8:30 am, along with a few bits of personal equipment, e.g. clipboard and pad, frequency card, rain gear, etc. Some clubs keep the marks, regatta scheduling sheets, chase boat and starting tapes, etc., conveniently all in one place but if not, make sure that they get to the site on the scheduled day. Getting there early gives you time to look over everything, note the wind direction, where the start and control area will be. It's

also a chance to start setting out the race course.

Some people have difficulty with this, but the first thing is to figure out is where is the wind coming from. Trees or flags in the area are always a good marker and some clubs actually have a small portable wind vane. But I find that a duck or goose feather (and there's always plenty of them around!) thrown up in the air and allowed to drift, is as good as any wind indicator. If the wind is almost non-existent first thing in the morning, even this may not work and a calculated guess is probably the best bet. Once you have figured out the wind direction, the windward mark should be placed at a predetermined distance up the course in the direction that the wind is coming from.

The start line should be as close as possible to being at a right angle to the wind and preferably adjacent to the on shore control area for convenience. A good rule thumb for the length of the start line is one boat length for every boat in the regatta. These three marks, the windward and start marks should loosely form an equilateral triangle. Then set the leeward mark directly downwind from the windward mark. If you are planning on setting a reaching or wing mark, the simplest way is to place it directly out from and in line with the start line.

By about 9 am, having set out the marks, and or had a volunteer help, it's time to check the skippers as they arrive, write down their sail number and their frequency on the race schedule sheet. Even at the club regatta this should be done, as radios get changed from time to time. It's also good to know who has an alternate set of crystals. Knowing that you want the first race to start at about 10 am., announce that there will be a skippers meeting at about

15 or 20 minutes before the first race. It's a good time now to check the sound system and start tape.

9:45 am., skippers meeting. This can be as formal or informal as you wish to make it. I look at it as kind of social gathering and a good way to get to know some of the skippers you don't see too often.

Assuming that they know at least the basic rules, and this is also a fun day, remind them that you want them to abide by them, e.g., port and starboard, windward / leeward and room at the mark, etc. Outline the course you want them to sail—perhaps just a windward / leeward or once around the triangle, this will be lengthened as the wind comes up or settles in. Inform them that they only have one 5 minute hold per boat.

Let them know approximately the finishing time as some people have far to drive, when lunch will be and how many breaks you plan to have during the day, plus any other information you feel is pertinent.

After running down all the notes that you have made, don't forget to ask if there are any questions. If there are, don't be alarmed, it's a fun day and someone will have an answer—they always do! Announce that the first race is at 10 am.

10 am call for boats in the water and then when they are, start the tape. Watch the line and call any boats that are over early. (make sure they go around the end of the line to restart). If you have a volunteer to help with this it's a plus. Mark down the finishing order and after the last boat finishes, at your discretion, repeat the process.

At the end of the day, give out the ribbons to the winners if that is the club practice. Put the regatta stuff away and go home knowing that you helped make the day for everyone.

Now wasn't that easy.!

# 2005 Canadian Soling Regatta to be held in Bedford, Nova Scotia

By Jim Goddard

**Note—June 25 and 26, 2005**

Bedford, Nova Scotia is the host site for the 2005 Soling One Meter Canadian Championships. Planning is well under way with sponsors on board, a host location and a committee pledged to hosting the best regatta ever! So, we'd like to introduce you to some of the exciting people and places that make up the Halifax region.

With sandy beaches, rugged shorelines and picture perfect towns and cities, Nova Scotia is a special place in Canada. Halifax was the site of the first British town in Canada, founded in 1749. Now, fishing

villages, farming communities and Atlantic Canada's largest city awaits you within an hours drive of the Halifax International Airport.

Downtown Halifax plays host to art galleries, museums, historic forts, homes and Government buildings. We have live theatre, some fabulous clubs and pubs, a casino and some of the friendliest people on earth.

Hosting the regatta this year is the Bedford Basin Yacht Club. BBYC was established in 1953 at the head of Halifax Harbour in Nova Scotia. BBYC is a family-oriented yacht club with emphasis on racing and sail training programs for juniors and adults. Cruising coastal Nova Scotia,

day sailing and various social events round out this popular and well-established club.

The entry form for the **2005 Canadian Soling Championships** is available for download at **www.hamyc.ca**. The closing date for entries is **June 10th**.

(Ed. If problems are experienced in obtaining the required entry form then a call to Gary Bugden whose address appears on Page 3 of this Newsletter should solve any difficulty).

For more information on the Halifax Area here on some web links for you to try:

**www.visitors.halifax.ca** – For all information from accommodation to travel info.

**www.gov.ns.ca** – Province of Nova Scotia

**www.hamyc.ca** – Our Model Yacht Club for the Notice of Race and other information.

**www.bbyc.ns.ca** – Bedford Basin Yacht Club



Shown here some photos taken in the Fall of 2004 at the regatta site at BBYC where the 2005 Canadians will be held



## Reminders

### AMYA Region 4 IOM Championship Regatta 2005

This regatta is to be held in Detroit on June 24<sup>th</sup>—26<sup>th</sup>. The NOR may be downloaded from the US IOM site, [www.onemetre.sbmyc.com/](http://www.onemetre.sbmyc.com/) Peter advises that this regatta has always been a great venue—sailing in conditions similar to Vancouver only in fresh water. If you know any one who would like to participate please forward to them this information. Some billeting will be available to early entries.

If you have any questions please e-mail Peter or Lana at: [lalift@king.igs.net](mailto:lalift@king.igs.net) or call 613-634-1140 (work) 613-546-9777 (home)


### IOM World Championship 2005

A reminder to all those qualifying skippers who intend to compete in the 2005 IOM Worlds A deposit to the CRYA by 15 April 2005 will confirm that you will take up the position for which you have qualified. Those who have made a deposit but for whom an opening does not subsequently occur shall have the full deposit returned to them. Those who have qualified and have paid a deposit shall lose that deposit if they fail to compete in the World Championship Regatta.

### The Racing Rules of Sailing 2005—2008

There are new Racing Rules of Sailing for the new sailing season. Copies of the rules are now available from many sources, book stores etc., and of course you can download them from the web. One web source is that of the ISAF which may be found at <http://www.sailing.org/> and then you look to the right and find the button for the new rules.

I also found the following site where the pertinent changes to the rules between the last iteration and the present version are listed. Try [http://www.wbysail.org/RRS\\_2004-08\\_Changes.htm](http://www.wbysail.org/RRS_2004-08_Changes.htm) which is from the site of the White Bear Yacht Club sailing in the Twin Cities, Minnesota. If you have trouble with the underscores etc. in the complex link above you might try putting **Racing Rules of Sailing 2005-2008** into Google and scroll down until you find this one—on the second page of hits when I tried it—this came up as the 13<sup>th</sup> hit of 8070 hits!




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# Marbleheads—Revival for Survival

By Dick Standford—Marblehead Class Secretary

## A Call to All Current & Future Marblehead Skippers

The 2005 sailing season is almost upon us and the question is, “How are we going to not only revive this great Class, but make it thrive”?

Terry Doble’s “More Nostalgia” contribution which appeared in our Summer 2004 issue, illustrates how active Marbleheads were in Canada and Internationally in the 70’s and 80’s. They continue to be a top international fleet and growing, it would seem, everywhere but in Canada.

Model yacht racing, as a sport, is very popular in Canada and well represented internationally by the IOM Class as shown in the last three Worlds Regattas, with Royal Vancouver Yacht Club hosting in 2003. The Marblehead Class has been a world class four or five times longer than the IOM Class. Ottawa hosted a “Worlds” as far back as 1980 here in Canada, however, we haven’t been able to muster enough interest in the past two years to even hold a Marblehead Class Canadian Championship!!

Larry Miske provided me with a list of Marbleheads registered with the CRYA for 2004-2005, which shows 42 boats. Looking further back to a period 2000-2005, it reflects a total of 64 boats in the Class, two of which were from Texas (come home John).

Provincially, the chart at the bottom of this page show it breaks out. This shows that there are enough boats in Vancouver, Toronto and Kingston to maintain active fleets and several other areas have a two or three boat base that could develop

fleets. I am sure of the 62 boats registered in Canada there are a number of them where their skippers may no longer be interested in continuing to sail them. This could be a source from which existing fleets could expand or new fleets, developed.

Let’s take a look at the Pros and Cons of some of the major Marblehead features. Marbleheads are by far the most pleasurable model boat to sail and race. They are extremely fast, maneuverable, and responsive. The Class rules are restrictive but still allow room for innovation and design experimentation. Modern hulls are designed to sail in all wind conditions up to 25 plus on open waters as do the IOMs. You don’t have to sail in puddles to survive. Older hulls can be rebuilt to incorporate these abilities. Marbleheads and IOMs are the two major world classes. To compete at a “Worlds” in one of these classes with 80 boats from 20 plus countries, is a fantastic experience. Placing 50+ is even a fun experience, (I know of which I speak).

As I have written before, many of the older design hulls can be rebuilt to perform in all sailing conditions. By adding a new keel and rigs these older boats can be competitive with new boats. This rebuilding process is part of the fun for many modelers. The keel depth change under international rules made Marblehead sailing in shallow, weedy areas a problem, but it made the boat able to sail in open waters which is much more fun. Yes, the rigs are a bit large but can be transported for more local racing

in standard size cars. Flying to compete in more distant regattas is not as easy as is the case in the IOM class, but, it is done by sailors all over the world. Most skippers get enough fun at more local regattas within driving distance.

The Marblehead has developed two categories of racing.

**First;** is the modern Marblehead to comply with international rules. The Stern, Bantock, and other designs are not out of this world in price. Older designs can be rebuilt to be totally competitive. Larry’s registration roster would seem to indicate that there are possibly some 25 or more Marbleheads in this category in Canada. Accessible, deeper, open waters, to sail upon, to replace sheltered ponds can be a challenge to find. Toronto pond is being improved and the “Turning Basin” site also in Toronto, off the harbour, is also worth consideration. Kingston may lose its current sailing venue due to new construction site development, but other possible sites will be explored. Vancouver is fortunate to have a great site at RVYC. We must get rid of the North America “puddle concept” for racing Marbleheads and IOMs and go to more open waters and play with the “big boys”.

**Second;** in the USA there are vintage Marblehead clubs. They race older designs with the old Marblehead rules of short keels etc. (Check out the AMYA web site). There is an article in the December 2004 issue of Marine Modeling magazine, about this approach, starting in the U.K. This too can be an

### British Columbia (15)

Vancouver Area	7
Victoria	3
Other	5

### Ontario (42)

Toronto Area	20
Kingston	8
Other	14

### Alberta

2

### Saskatchewan

1

### Quebec

2

alternative to Marblehead sailing and, they can be sailed in more shallow water as in the past. Of the boats "in dry-dock", there has to be many available for vintage sailing. Some of the retired skippers might like to come back and have fun with them as in years gone by.

We could continue discussing forever how great the class is etc., etc., but there is only one way to get the fleets active and that is for each area across the country to get out, find a site suitable for the modern class design and promote the class. Fleets in every class are developed with one or two people sailing together and promoting the class until it grows. We have found that these boats often intrigue passers-by, who, if we take the time to talk with them, can become the next members of the fleet. It can be that simple. In the case of the Marblehead, you have the world's best sailing, model boat to promote.

Yacht Clubs are a great place to excite interest. In Kingston we have a variety of skippers in our model boat fleets, from an Olympic medalist, a five time, World, Shark Class, Champion, and several skippers who have raced competitively for forty to fifty years, as well as some junior skippers who give way to no one. The feeling is unanimous that model boat sailing is a great way to participate in the sport of boat racing, and offers some even larger challenges. They soon discover that the action is much faster than in big boats and all the same challenges are there, sail trim for speed, racing tactics, wind shifts, etc., and their response time has to be that much faster. Unlike big boats, it is not labour intensive to get to the starting line, maintenance is minimal, no crews to recruit, and yes, compared to big boats, travel and launching is simple. The only drawback is that there is no crew to blame when you make a bad decision.

I hope a group in every area will pick up the challenge and promote

and develop a great Canadian Marblehead fleet. Ray Davidson is working very hard in the Toronto area and also with folks in Buffalo, N.Y. to get some of the old competitive spirit fired up. The Kingston fleet had a time scheduling problem which we hope, will be solved this year. Montreal has weed problems but Hudson may be an area of opportunity, having established a large, enthusiastic Soling One-Metre fleet last year. Ottawa, there must be open water available somewhere on Lac Duchene or the river. Calgary, your lakes are ideal, and Vancouver, RVYC is a super site, and there must be lots more similar sites. Regina has a boating lake in the city, Winnipeg has the Red River and Halifax certainly has an abundance of water.

I can't be of much help to you with your local race sites but I would ask that skippers with Marbleheads for sale send me info as to design, sail inventory, keel depth, winch, radio and price. We have people looking for boats. I will compile a list and have it available for those of you looking for used boats to either expand or build a fleet on. Send the information to me by e-mail or Canada Post to the addresses shown on Page 3 of this Newsletter.

Canada has been invited to participate in the Dutch Marblehead Class National Regatta in Reeuwijk/

Gouda, September 24-25,2005. They are celebrating the 25<sup>th</sup> anniversary of the Dutch Model Yachting Association. This will be a major European Marblehead regatta with more than 40 boats from all over Europe and as far away as New Zealand. If you were planning to be in Europe this summer it would be an extraordinary regatta to compete in or even drop by to see the action. Details are available from Chris Vaes, whose e-mail address is; -

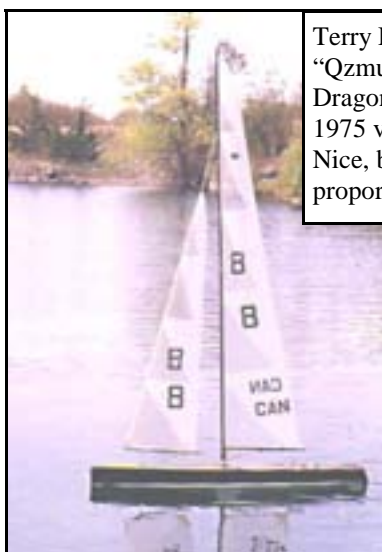
**chrisvaes@home.nl.**

Remember that 2006 is the year for the Marblehead Worlds, the date and venue is to be announced soon.

Let's all think, plan, and get busy **reviving** or **establishing new fleets** in our own areas while the snow is melting and the sailing season is still ahead of us. Let me know how your fleets are doing so we can share the news with other **M** fleets.

Otherwise, a great Class of Model Boat may not **survive** in Canada, recreationally or competitively.

Once again I appeal to all skippers who have boats for sale to please send me the details ASAP, with my Thanks in advance. As I have said before, "We want to **see the wake** from Marbleheads across Canada and **not hold a wake** for them".



Terry Doble's "Qzmun Magic Dragon" of 1975 vintage. Nice, balanced proportions.



# The A-Class—Not only still racing but also making a come-back

By Mike Gibbon

I have to admit that the A-Class has always had a certain attraction for me. The A Class came into being in the 1920's when a Mr. William Daniels, a prominent UK model yachtsman, made a single handed challenge to model yachtsmen in the USA. His challenge was accepted and Bill came to the US with a model called *Polka Dot* designed to the American B-Class rule that had been agreed upon as the basis for the challenge. Bill lost that challenge but his report on the racing attracted the attention of the magazine *Yachting Monthly* whose editor, Maldon Heckstall-Smith, had been campaigning for a new rating rule for full-scale boats that he felt should be less type forming than the rules then in use—and also for that rule to be accepted internationally rather than each country its own rule.

The result was that *Yachting Monthly* donated a Hundred Guinea Cup to be raced for internationally by model sailboats rated under this new rule. In the event the full-scale world continued with the old International Rule and only the 5.5 metre Class was designed to this new rating rule but, in the model world, the A Class was an immediate success. And it has survived almost unchanged from the late 1920's to the present day. This rule allows you to have a long or a short boat, heavy or light—all that must occur is that if you go longer and lighter then you get less sail area as a combination of length, displacement and sail area in a clever, well balanced formula must equate to less than 1 metre for an A Class boat.

Why am I writing of this now? Well just this month the A Class came to my attention three times—in an article in a full-scale magazine, a Notice of an International Championship this summer and an email exchange with Doug Diet of the Windsor Club

First *Seahorse* magazine (which

principally covers the high tech end of full scale boats ) ran an article by Dave Hollom billed as “unravelling the link between historic model yacht design and modern full-scale rating systems ... and shatters a few precious myths.”

You will need to find a copy of the March 2005 issue of the *Seahorse* to read that in full but in the article an insight was given to recent developments in the Class as three modern designs are outlined. They are *Frigate* by Graham Bantock with 1,610 sq ins of sail to drive a 46.2 lb boat on a waterline length of 52.5 ins. *Sweet* by Roger Stollery having 1,468 sq ins to drive 32.5 lbs on a 48.7 ins waterline and *Hardtack* by Dave Hollom with 1,452 sq ins driving 36.4 lbs on a 50 in waterline.

The second teaser for the A Class came when the CRYA was sent Notice of Race from the ISAF advising that the A Class World Championships were to be held at Gosport in the UK starting July 8<sup>th</sup>. 2005 and soliciting entries from a number of countries including Canada. That was enough to get me thinking A Class again and when I went looking for pictures for the newsletter from Doug Diet amongst others I got this from him: -

“...the A Class, well that is another story. We have had a re-birth of the A Class here in Windsor. We purchased Graham Bantock's "Frigate" mould from England this winter. So far we have pulled 2 hulls from the mould with several other members lining up for their turn. Others are taking the planked approach. I am expecting to go to Gosport this summer with speedy challenger for the A Class World Championship.”

Further emails between Lana and Doug had him agreeing to become the Class Secretary for the A Class and there has also been some considerations being made as how to measure the boats when they are built—

not the easiest of tasks since you need a big flotation tank to establish waterlines and other measurements!

It is interesting to trace the developments in this class over its 80 year span. In the 1930's a typical A Class would be 1,600 sq ins on 53 in waterline and weigh 53 lbs. These were Braine steered boats where sheets were taken from the boom and led back to a tiller where they acting against a spring bias. After the Second World War the vane made its appearance and boats developed to be longer and heavier and have less sail area. And RC sailing also started in the A Class, in the UK anyway, as only they were really big enough to house early gear.

I, then in the UK, became aware of Bob Sterne's work in the mid 1970's when he was writing in *Model Boats* and was promoting , and in fact probably leading, a change to a lighter design solution that resulted in less sail area, perhaps as little as 1,250 sq ins, on 52 ins waterline but displacing only 38 lbs. Recent boats seem to have stayed at this lighter weight but have increased sail area and accepted less water line length as a consequence.

I would like to see this class come back to the fore—it is a challenging class for the designer and gives the skipper a good workout too. I shall for one, watch the Windsor initiative with great interest. And Bob—a west coast revival too eh? *Orca Revisited* perhaps.

PS—if anyone thinks A Class boats are slow lead mines they might note that it was the practice to time the boats running during the Championship and in 1961 *Highlander* went the length of the Fleetwood Pool at an average speed of 8.6 knots under spinnaker and steered by a vane. Imagine being the skipper's mate trying to stop 52 lbs of boat coming to you at that speed! - slow, I think not!



VICTORIA ONE DESIGN  
**2005 NORTH AMERICAN CHAMPIONSHIPS**  
12,13,14 AUGUST 2005, TORONTO, ONTARIO

**INVITATION**

Lakeshore Yacht Club invites Victoria One Design radio-controlled model boat skippers to the 2005 North American Championships in Toronto, Ontario, Canada.

**SITE**

The regatta will be hosted at Lakeshore Yacht Club, Etobicoke, Ontario.

**ELIGIBILITY**

All entrants must be paid up members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD Victoria One Design Class Rules. Applications will be considered on a 'first come, first served' basis. Radio frequencies will be allocated on the same basis – maximum 3 conflicts. Transmitters on 75 MHz must be narrow band certified. Sail numbers must be on the sails and visible. The regatta is limited to the first 40 yachts to register. By completing this entry, skippers agree to be bound by the ISAF rules, this Notice of Race, and the Sailing Instructions.

**ENTRY & FEES**

The Entry Fee is \$50 CDN, which includes banquet on Saturday, Pancake Breakfast on Sunday. Entry deadline is 12 July 2005. Please make Cheques or Money Order Payable to Lakeshore Yacht Club. Credit Card payments are not available.

**PRIZES & AWARDS**

Prizes will be awarded based upon the number of registered skippers. 1-3 awards for 10 skippers, 1-6 awards for 11 or more skippers.

**CONTACT**

JUDY PRESTON – Regatta Chair  
413 Rimilton Avenue  
Etobicoke, Ontario M8W 2G4  
416-259-3361 or [JPSailing@aol.com](mailto:JPSailing@aol.com) or Charlie Mann [c.e.mann@sympatico.ca](mailto:c.e.mann@sympatico.ca)

Name:	Street Address:
City: Province/State:	Telephone:
Postal Code:	Fax:
Hull MFR.: Sail maker:	Email:
Radio: Winch:	Sail Number (as it appears on your sail)
	Channel 1 <sup>st</sup> Channel 2 <sup>nd</sup> .
CRYA/AMYA Membership No:	Additional Channels:

**DISCLAIMER**

Please accept this Entry Application for the Victoria One Design North American Championships in Toronto, Ontario.

I hereby agree to comply with the 'rules' as defined in the 2005-2008 Racing Rules of Sailing (RRS). I acknowledge that I am entering this regatta at my own risk and do hereby release and hold harmless Lakeshore Yacht Club and its Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from our participation in this event, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.

In the vent that court action is undertaken, we agree that the jurisdiction and venue will be Toronto, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

Signature \_\_\_\_\_

## **Second Annual Mini 12 Regatta—Saturday June 25, 2005.** **QUINTE MODEL YACHT CLUB, BELLEVILLE, ONTARIO**

**LOCATION:** Bay of Quinte Yacht Club, Victoria Park, Belleville, Ontario (see: [www.bqyc.org](http://www.bqyc.org) for directions)

**CONTACT:** Peter Cox; (613) 968-4347, e-mail: [pcox@kos.net](mailto:pcox@kos.net)

It would greatly help with our planning if you could e-mail or call with your intention of attending.

**ORGANIZING AUTHORITY:** Quinte Model Yacht Club

**DATE:** Saturday, June 25<sup>th</sup> 2005, a one day regatta

**RULES:** Current RRS (2005-2008) with Radio Controlled Yacht Racing rules modifications, and the Sailing Instructions which will govern in the event of a conflict. (See [www.bqyc.org/qmyc](http://www.bqyc.org/qmyc) web site for a simplified version of the rules)

**ELIGIBILITY:** Must be a member of Canadian Radio Yachting Association (CYRA), or if American, the AMYA

**CLASSES:** Mini 12. See web site: [www.bqyc.org/qmyc](http://www.bqyc.org/qmyc) for class rules and measurements

**REGISTRATION, CHANNEL ASSIGNMENT and WEIGH-IN/MEASUREMENTS:** Friday, June 24<sup>th</sup> 2005. 6:00 p.m. to 8:00 p.m. Bay of Quinte Yacht Club

**SAILING INSTRUCTIONS:** Sailing Instructions will be handed out at Registration.

**FEE:** \$25 per person, includes BBQ lunch on Saturday

**SKIPPER'S MEETING:** 9:00 a.m. Saturday

**FIRST RACE:** 9:30 a.m. Saturday

**SERIES FORMAT:** As many races as possible depending upon weather conditions and as may be deemed by the race committee. No race will start after 4:00 p.m.

**SCORING:** Low Point Scoring System (RRS Appendix A) except that first-place will receive  $\frac{3}{4}$  point.

**PRIZES:** Awards for top three finishers

### **ACCOMMODATIONS:**

Some billets may be available, or see commercial accommodations below\*

### **HOTELS**

**“Ramada Inn on the Bay”**, which is a ten-minute walk from the regatta venue. Nice hotel, great pool, good restaurant (not that you'll need that with our almost-all-inclusive regatta!!).

Call them at (613) 968-3411 or e-mail [ramada@ssc.on.ca](mailto:ramada@ssc.on.ca)

A second nice hotel option, also close-by, but downtown, is the **“Clarion Inn & Suites.”** (211 Pinnacle Street)  
Call them at (613) 962-4531 or 1-800-383-4963.

Other options:

**“Comfort Inn”** 200 Park St. N. (613) 966-7703

**“Motel 5”** 325 N. Front Street (613) 968-5353

**“Quality Inn”** 407 N. Front Street (613) 962-9211

**“Best Western”** 387 N. Front Street (613) 969-1112

For results and photos from last year's Mini 12 Regatta in Belleville, see the web site: [www.bqyc.org/qmyc](http://www.bqyc.org/qmyc) and follow the link at the top of the homepage.

**2005 Mini 12 Regatta Registration**  
**Saturday June 25, 2005, a one day regatta**  
**QUINTE MODEL YACHT CLUB, BELLEVILLE, ONTARIO**  
(See [www.bqyc.org/qmyc](http://www.bqyc.org/qmyc) for Additional Information)

**Registration, Weight-In and Measurements:**

Friday, June 24<sup>th</sup>. 6:00 p.m. to 8:00 p.m. Bay of Quinte Yacht Club bar

**Skippers' Meeting:**

Saturday June 25<sup>th</sup> 9:00 a.m.

**First Race:**

Saturday June 25<sup>th</sup> 9:30 a.m.

**Entry Fee:**

\$25 CDN Fee includes beverages, and a BBQ.

Send this registration, with a cheque payable to "Peter Cox", Regatta Organizer, QMYC to:

**Peter Cox,**

**RR # 1,**

**395 River Rd.**

**Corbyville, ON K0K 1V0**

**(613) 968-4347,**

**email: [pcox@kos.net](mailto:pcox@kos.net)**

**Eligibility:**

All entrants must be members in good standing of the CRYA. All yachts must conform to Frank Scott's Mini 12 Rules, including the Soling 1 Meter sail plan, 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 13, 2005. Entry fee cheques may be sent with registration or paid at the Friday registration. (Refund of a mailed entry fee is possible if the entry is cancelled by June 1, 2005.). 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".

**Note:** Regatta limited to 30 entries.

**Name:**

**Address:**

**Phone:**

**Email:**

**Sail Number:**

**Channel number preferences:**

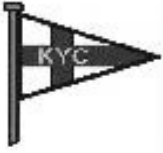
- 1.
- 2.
- 3.

**CRYA or AMYA Membership Number:**

**Liability:**

All those entering or taking part in this Championship do so at their own risk and responsibility. Quinte Model Yacht Club, the Canadian Radio Yachting Association, and any other parties involved in the organization of this event disclaim. Any and every responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the regatta covered by this registration. At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering the event it is deemed that you accept these conditions. Competitors are advised to ensure that they have adequate personal insurance that provides cover for public liability and their possible injury in Canada.

**Signature:** \_\_\_\_\_



# 2005 IOM Canadian Championship

September 16-17-18, 2005 - KINGSTON, ONTARIO



## 1. INVITATION:

The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2005 I.O.M. Canadian Championship Regatta at KYC in Kingston, Ontario, Canada.

## 2. SITE:

The regatta will be hosted at KYC with sailing on the fresh waters of Kingston Harbour.

## 3. ELIGIBILITY:

To complete registration, entrants must be paid up members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD and IOMICA International One Metre Class Rules. Applications will be considered on a "first come, first serve" basis. Radio frequencies will be allocated on the same basis - maximum 3 conflicts. (Transmitters on 75 MHz must be narrow band certified). By completing entry, skippers agree to be bound by the rules, this Notice of Race, and the Sailing Instructions. All yachts must have a current measurement certificate submitted with registration form.

## 4. RULES:

The regatta will be governed by the ISAF 2005-2008 Racing Rules of Sailing (RRS), including Appendix E, this Notice of Race (NoR), the Sailing Instructions (SI), and the International Class Rules. In the event of conflict, the English version will prevail and the sailing instructions will take precedence.

## 5. SCHEDULE:

Date	Time	Event
Thu. Sept 15	1400-1700	Tune-up at the regatta site
	1830-2030	Registration/Measurement
Fri. Sept 16	0900-1100	Registration/Measurement
	1200	Skippers' Meeting
	1230	First Race, others to follow
<b>N.B.—No Race Sequence will start after 1830 hours</b>		
Sat. Sept 17	0900	Skippers' meeting
	0930	First Race, others to follow
<b>N.B.—No Race Sequence will start after 1700 hours</b>		
	1900	<b>Regatta Dinner at KYC</b> (tickets available at registration)
Sun. Sept 18	0900	Skippers' meeting
	0930	First Race, others to follow

**N.B.—No Race Sequence will start after 1700 hours**

**Awards immediately after racing at KYC**

## 6. COURSE:

Course diagrams will be in the Sailing Instructions.

## 7. SCORING:

7.1 Racing will be scored in accordance with RRS Appendix A2.2, Low Scoring System as changed by the ISAF-RSD Heat Management Racing System 2002 (HMS).

7.2 One race will constitute a series.

7.4 Ties will be broken in accordance with RRS Appendix A8 and HMS 2002.

## 8. INSPECTION & MEASUREMENT:

All participating boats shall meet class measurement requirements.

## 9. ENTRY & FEES:

The Entry Fee is \$50 Canadian (including GST), which includes Friday Night Munchies, Saturday Lunch and Sunday Lunch. Entry deadline is September 2, 2005. Please make cheques payable to the Kingston Yacht Club or 'KYC'.

## 10. PRIZES & AWARDS:

Prizes will be awarded to the top five skippers.

## 11. ACCOMMODATION:

Kingston has a wide variety of hotel, motel and Bed 'n Breakfast accommodation. For detailed information about accommodations, go to the KEDCO website <http://tourism.kingstoncanada.com/index-more.cfm> and click on the **ACCOMMODATION** button.

You can also call the Tourist Information Office at 613 548 4415.

There are also a limited number of billets. For more information, contact Lana Butler, Regatta Chair.

**Please note—Camping is not allowed at the Kingston Yacht Club.**

## 12. CONTACT: -

Lana Butler, Regatta Chair,  
c/o Kingston Yacht Club, 1 Maitland Street, Kingston,  
ON, K7L 2V3

Tel: (613) 634-1140 Fax: (613) 634-1109

E-mail: [lalift@king.igs.net](mailto:lalift@king.igs.net)



**2005 IOM Canadian Championship**  
*September 16-17-18, 2005 - KINGSTON, ONTARIO*



**ENTRY FORM**

**SKIPPER'S NAME:** \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

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

Telephone: Home: \_\_\_\_\_ Work: \_\_\_\_\_ Fax: \_\_\_\_\_

e-mail: \_\_\_\_\_

**BOAT INFORMATION:**

Sail Number: \_\_\_\_\_ CRYA Number: \_\_\_\_\_ Yacht Club: \_\_\_\_\_

Winch Type: \_\_\_\_\_ Hull Make: \_\_\_\_\_

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

**PAYMENT INFORMATION:**

Entry Fee: \$50 Canadian (includes GST). Entry deadline is September 2, 2005.

Cheques or Money order: \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Credit Card: Visa    MasterCard (circle one)    Amount: \$ \_\_\_\_\_

Name on Card: \_\_\_\_\_

Card Number: \_\_\_\_\_ Expiry: \_\_\_\_\_

**Disclaimer**

**Please accept this Entry Application for the 2005 International One Metre Canadian Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions.**

**I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and its the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.**

**I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.**

\_\_\_\_\_

signature

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

\_\_\_\_\_

signature



# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION 2005

RENEWAL \_\_\_\_\_ NEW MEMBER \_\_\_\_\_

NAME \_\_\_\_\_ 2nd MEMBER \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ PROV. \_\_\_\_\_ POSTAL CODE \_\_\_\_\_

TELEPHONE (\_\_\_\_) \_\_\_\_\_ E-MAIL \_\_\_\_\_

CRYA # \_\_\_\_\_ CRYA # for 2nd member, same address \_\_\_\_\_

CLUB NAME \_\_\_\_\_ CITY \_\_\_\_\_

ANNUAL DUES (\$15) \$ \_\_\_\_\_

2nd MEMBER – SAME ADDRESS (\$7.50) \$ \_\_\_\_\_

CRYA PINS \$5 each, 5 for \$20 \$ \_\_\_\_\_

REGISTRATION FEE \$ \_\_\_\_\_  
\$5.00 for each new or transferred yacht

TOTAL \$ \_\_\_\_\_

**Make cheques or money order payable to CRYA (US Funds Acceptable)**

**LIST NEW OR TRANSFERRED BOATS**

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

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please print. Complete and send this form with your cheques or money order, payable to CRYA to:

**Larry Miskie, CRYA Membership, 46 Henderson Drive, Aurora, ON Canada L4G 3L2**