

Canadian Radio Yachting

Winter 2014

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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 (YRU-RSD). CRYA has a number of model yacht racing classes and maintains the standards for these classes enabling our members to race in Canadian and International Regattas.

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

Canadian Radio Yachting Newsletter

Published by the CRYA quarterly for the benefit of their members. The newsletter includes notices of coming events, club reports, model yacht construction tips, racing tips and newsworthy articles. The newsletter also publishes changes to model yacht standards and racing rules as they occur.

Our preference is that all material be submitted in electronic format via email however we welcome any clearly written or typed material.

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

On the Cover:

From the prairies, the Watertown sailing area—Stunning Canadian geography!

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 seconds) 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.

Advertising in Canadian Radio Yachting

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

Advertising Rates

- Full Page in One Issue \$80
- Half Page in One Issue \$45
- Quarter Page in One Issue \$25

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President's Report

By Lawrie Neish, President CRYA

Incorporation

Since the last report which was written in early November, incorporation was completed on November 4th and the extra provincial registration of the "head office" by Christmas. The vote conducted on 19th January resulted in 73 votes for the transfer of the assets of CRYA 1976 to the Incorporated CRYA and zero against. A new bank account is required and at the time of writing I await the completion of the paper work which is shipped around the country for signatures by courier. The dogs are apparently having a tough time in the snow over Rogers and Kicking Horse Passes, but the account set up is expected to be completed in the near future. Deposit of cheques and PayPal transfers is being held until the account is open for transactions.

Insurance

I now have the insurance policy from the broker. It is effective from 9th January if the premium is paid. Members may be interested that our activity is described as "Toy boats controlled from the shore" It has \$2 million commercial general liability coverage with a \$1,000 deductible, this I assume means that the CRYA would be responsible for footing this deductible. Amongst other items it has \$2million personal injury, \$25,000 medical payments. It does not cover your boat especially if you are using it to produce or smuggle drugs or are hit by a falling space craft.

It is specific to CRYA members in the course of normal operations (events and regular sailing days) so if your group has any non-members their actions are not covered

If a group or club wishes to make use of the policy I need your

information for the broker who will issue a certificate of insurance for the club or group. A group does not need to be a registered society but it will have to be registered with the CRYA and its members all be CRYA active members. A certificate will not be issued to individuals, Members of "big" sailing or yacht clubs may not need to think about coverage, but may find it worthwhile if operating away from home off their club property.

Email and Postal Addresses

Email. When I first emailed out notice that the Newsletter was available for down loading from the website, I copied the list of email addresses direct for the database I had inherited. I sent these in batches and then spent an evening receiving errors of one kind or another as to why the email could not be delivered or is the case of a few batches why the batch could not be sent. Those I could see an error in, I was able to re-send. Those I could not fix, I had no option but to delete. If you know of anyone who does not receive a notice, I would be pleased to hear from them with their correct address.

A similar situation occurred when I attempted to mail newsletters by Canada Post to those who were / are active but without email addresses. The returns were at a more leisurely pace. More than half of the mailed newsletters were returned as undeliverable. Unfortunately it took Canada Post over three months to return them. Most arrived back after the second mailing had left. There were some interesting reasons on the returns – "No such address" and "He has not lived here for at least four years"

Some of these will likely be

corrected in this year's renewals but if you are aware of any one having trouble ask them to contact me.

Budget

To the best of my knowledge the CRYA has not had a budget for some time. I am interested in hearing from members on this subject based on the following –

We will have a bank balance of approximately \$13,000. I would prefer to keep this at this level.

Income

Memberships - Last year we started at 140 and finished with 188 slightly less than \$15 per member.

Boat registrations and transfers – These bring slightly less than \$5 per boat and from what I see the number per year can be quite variable but may amount to \$100 per year.

So a conservative estimate would be an income of \$2,500 to \$2,800.

Expenses

By transferring most of our correspondence to email, issuing registration certificate and membership certificates we have made substantial savings not entirely eliminating these costs.

Newsletters - presently it costs \$22+ of a \$15 membership to print and mail a single copy four times a year to a member - this will increase in April when postage rates increase. We have members with email addresses who insist on having their Newsletter mailed to them. Should they pay slightly higher dues for this?

Website cost is at present \$80 per year for hosting. Presently the bill comes in every three years – I assume it will not be any less in the future. I think there is a need to support our web person with professional assistance. This should be budgeted for. For interest the website costs us less

than 20% of our 2012 of our mailing costs.

Our CYA membership is \$100 per year. We are listed as a class association by the CYA. This we are not. Several attempts to contact the CYA during the past year to discuss our relationship, and one this year have produced no results so far..

The registrar and treasurer have expenses – mailing printing, paper, postage and annual reporting costs of approximately \$300. This does not include any cost Jim has in producing the newsletter. Nor the beer to assist wetting the envelop lickers tongue!

In summary the bottom line is that we tend to have a surplus of approximately \$1,000 which we could use to provide some services to our membership. Assuming this and that it will not go far, I ask for suggestions what might be considered

I have had some suggestions

- * Provide some assistance to members representing Canada at Continental or World events say with entry fees.
- * Provide assistance to clubs hosting ranking events, regional or national Championships
- * Or ?

Ice Yachting, Yachts and a question

For those of us on the West Coast, at least in the lower corner, it is quite difficult to imagine the horrors of withdrawal faced by those who live on the other side of the Rockies. Even the Okanagan is bad enough! I cannot see model yachts being converted to radio controlled snow removal devices and it is all too easy to be trapped into doing household chores when you would be much happier outside twiddling your thumbs.

So here is a thought that might even reduce the exodus south to

find liquid water. It comes from those intrepid Calgonians. After their IOMs had to be chipped out of the ice they gave up and moved to ice yachts. I understand that a report on their Championship may just make it into this newsletter. Presently they are concentrating on Category 2 ice yachts. I hear there is much enthusiasm and not a little BS-ing. Some time ago I heard rumours of similar happenings in Edmonton.

Here is my question. Should the CRYA open up a little and allow the registration of Ice Yachts in some form and provide a class for them? It might even lead to Toronto members turning off the latest episode of the Ford Comedy Show.

The Five Minute Boat, a plug

Long ago in the days BF, even before IOMs and Solings, and carpal tunnel and crooked thumb syndromes, I became enamoured of the International A. This is not to be confused with the Canadian eh.

With memories floating around my head of building two versions of that great International A, Highlander, I set out to build a plug for SAILSetc's Privateer only to

become side tracked by the SE IOM project. In the intervening years the building frames have sat on the building table resembling a beached whale skeleton on some west coast beach. It collected flotsam in much the same way and became a great place to hide screwdrivers and the like. After several years and kilometres of travelling around it to reach a tool rack and to make it easier on my failing body, I decided it had to go.

The choice became either to finish it, or have a hot bath. We have a wood burning furnace which is great for hiding mistakes in! My conscience got the better of me and after a slow start it became a five minute boat. It goes something like this - 'How long until supper?' Answer –'Five minutes' Rush down to the basement and work furiously and fit and fix a plank. So now after four or so months of being late for supper and sixty planks it awaits only the return of warm Spring days for glassing and working up the finish.

In the mean while there is the ballast pattern and fin moulds to work on..

Photos and further reports to follow when we can get it outside



7th January 2013 A Class Day One

Quebec Report

By George Robertson Regional Director

As I write this at the end of January, we are still in the grip of a rough winter.

Not only has the weather been tough but we've had two of our Hudson Soling 1m members suffer major medical problems.

We've not had any activity report from the West Island group.

At Hudson we've held two meetings to plan for the summer's sailing. We plan to continue our racing on Mondays and Thursdays from May to Sept with over 200 races scheduled over 6 series.

In addition, we will have two open regattas. The summer regatta date has not been finalized yet. It will be scheduled so as not to conflict with the Nationals.

Details on this and the Annual HYC Labour Day Open Regatta will be posted on the site when available.

We hope to see many of you again this summer.

Prairie Report

By Chris Hunt

Greetings from the foothills of the Canadian Rockies and from the Calgary Model Sailing Association! The CMSA is a group of IOM enthusiasts who meet Fridays and some Sundays and Tuesdays at the Glenmore Reservoir to sail and race one another.

The Glenmore Reservoir is a large artificial lake in the SW quadrant of the city and is the largest source of Calgary's drinking water. The Reservoir, or The Rez as we call it, has a no-motor, no-inflatables policy and is home to the Glenmore Sailing School and the Glenmore Sailing Club. Most weeknights and weekend days the Rez is filled with kayaks, canoes, sailing dinghies, and a number of



Taken Sept 10th, 2013. From the Heritage Park docks at the Glenmore Reservoir.
#29 Mark Verry, #72 Chris Hunt, white boat Ken Harkness, #76 Hans Konig.
A no-wind day.

sailboats in the 16-25 ft range. There's also a large competitive rowing club with their own clubhouse as well as a number of dragon boat events held each year. We're fortunate to have two separate docks to use, one by the sailing school and sailing club on the south side of the Rez and another by Heritage Park on the Rez's north side. Both docks have good access to parking and washrooms, with the south docks giving us access to the Glenmore Sailing Club's clubhouse and the north docks giving us access to Heritage Park's Heritage Town Square with its cafe and restaurant. The docks themselves on each side are large, floating plastic docks which are amazingly great at giving you an electric shock every time you touch your boat if you don't ground yourself first. This is always fun to watch when a newbie shows up...

The Reservoir's winds are notorious for being, well, notorious. There's an old saw that says, "If you can sail at the Glenmore Reservoir, you can sail anywhere in the world." Being landlocked on all sides means the Rez's winds are fickle, unpredictable, shifty, big, non-existent, ever changing and impossible to predict; we call it the Glenmore Shuffle. Setting a windward/leeward course at the beginning of the session means little as we know it'll change numerous times throughout our time on the water. What can be most exasperating is feeling the wind on your body yet watching it do something completely different to your boat 15 feet away. We rarely ever need to change out of our A (#1) rigs, though, and if we did we'd probably end up changing

back to them a few minutes later. All that being said, we've never had to call off a Friday night session this season due to inclement weather, though no one was able to use the Rez during late June and early July due to excessive flooding of the Elbow River.

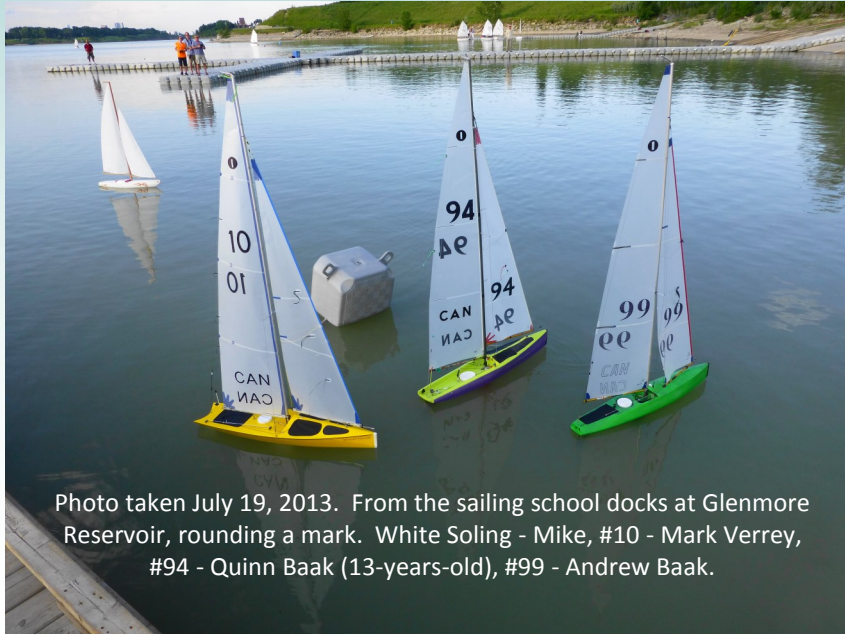


Photo taken July 19, 2013. From the sailing school docks at Glenmore Reservoir, rounding a mark. White Soling - Mike, #10 - Mark Verrey, #94 - Quinn Baak (13-years-old), #99 - Andrew Baak.

The CMSA started about four years ago when Andrew Baak started finding us on internet forums like rcgroups.com and others, and invited us to go sailing with him. The boats that showed up were a bit of a hodge-podge with an IOM, an Imex, a Nirvana, Victoria's, the odd Kyoshso, an ODOM and the like. Meetings were on again-off again affairs, but as time progressed Friday nights were becoming the regular sailing time and IOM's were starting to become the norm. Talk of formally creating the CMSA went on for awhile until finally Andrew, Steve, Ken and myself signed our names to a provincial document, and from that humble beginning the CMSA was born. To date, the nadir of our club's existence was in September 2012 when we hosted our first annual September Blender regatta. Nineteen boats showed up, again predominantly IOM's but with a few other types of sailboats, enough to create both an A and a B fleet. Attendance on most Friday nights

in 2012 was between 4-8 boats. We've had our fair share of challenges in 2013. Friday attendance has been down, with 3-5 boats showing up regularly. We are aware of a number of IOM-owning r/c sailors in the Calgary area, and if they all showed up we

could have one of the strongest regions in the whole country. Though our numbers are down in 2013, the actual quality of racing has vastly improved. Three or four boats crossing the line within inches of each other is quite normal, and more experienced r/c sailors in the group have been unstinting in the help and training of less experienced r/c sailors. The good guys want the new guys to catch up and it does make for far

better racing for everyone.

So what's next for the CMSA? By default we've pretty much become an IOM-only club. Our boats are a mix of home-made models built here and used boats from BC's west coast. We have Goth's, Widget's, a CACA2, Kites, a Tiktok, a Salmon and the like. David Cook has been very generous to us, and sold us "Nemo," an orange-and-white striped IOM purchased by the Glenmore Sailing Club for use during their Friday Family nights. "Nemo" has been instrumental in introducing r/c sailing to many people; a couple of Porky Pigs from Dave also call Calgary home. No, there are no BritPOP's or V8's but, like I said before, we do have close racing and that's way more fun. On September 22nd we ran our 2nd annual September Blender regatta at the Glenmore Reservoir's south docks. This year we made it an IOM-only regatta, with membership to the CRYA mandatory to

participate. Eleven boats hit the water, virtually identical to the IOM turnout from last year. We're also investigating some alternate sailing venues. There's a number of man-made lakes within Calgary and some of them are home to more even, consistent winds. Unfortunately, there are some issues with city usage bylaws but we believe that with persistence more water will be made available to us. We also have our eyes pointed west to the Rockies. At the entrance to the Bow Valley corridor is Lac des Arcs, a very wide

span of the Bow River that's home to some ferocious winds; definite B (#2) and C (#3) rig territory! There's a beautiful provincial picnic area right along the shoreline, and we'd like to give it a test run to see if it would be a worthwhile site for a regatta. Lac des Arcs is quite literally minutes from Banff and Lake Louise, and if it's a viable venue then we believe it would make a great destination for our fellow IOM sailors to both enjoy some intense racing as well as combine it with a holiday to Canada's oldest national park. Further, a fall trip is planned to Waterton Lakes National Park, a World Heritage Site and the second windiest place in the province, to check its viability as a regatta site. Is there such a thing as a D rig...?

On a personal note, I am very grateful to two of our club members, Andrew Baak and Steve Kibble. You may have met them



Taken September 22, 2012. September Blender regatta. Between heats.

earlier this year at the IOM Nationals on Saltspring Island. Andrew Baak has been the main pivot around which our club rotates and has been tireless in promoting the CMSA and, just as importantly, has been everyone's go-to guy for help in constructing and repairing our fleet. He's also been instrumental in finding used IOM's for Calgarians to purchase. My own IOM, a used Widget from Mike Pednault in Victoria BC, came about because of his research. Andrew is a fantastic r/c sailor and has become a good friend. Steve Kibble, the son of Roger Kibble of Saltspring Island, has also been most generous with his time and resources. Steve cut his teeth on the big boats on BC's west coast and is tremendously helpful in giving sailing instruction and in boat tuning. Steve is a member of the Glenmore Sailing Club and through him we've been able to gain access to the GSC's

clubhouse prior to and after our Friday night sessions. It's so much nicer fixing your boat on a large outdoor patio than in the parking lot! The beers afterwards don't exactly hurt, either...It's been my experience that when you get a group of people together over a shared common interest that there's a few who keep the enthusiasm and momentum going, and with the CMSA it's Andrew and Steve who deserve the lion's share of that credit. Further, both hold offices within the CRYA with Andrew as our Prairies Regional Director and Steve as the CRYA's Executive Secretary. Now if I could just start finding ways to consistently beat them on the water...

If Calgary is your destination between May and October please join

us! More r/c sailors are always welcome, really, the more the merrier. We meet every Friday evening at the south docks at 6:30pm and wrap up around 8:00pm-8:30pm. We also occasionally meet Sunday afternoon around 1:30pm at the north docks by Heritage Park, and the odd Tuesday evening here and there.

In the fall, our meeting times shift from Friday evenings to Saturday mornings. The CMSA has a facebook page that's regularly updated at www.facebook.com/CalgaryModelSailingAssociation. Oh, and no, we won't make you wear a cowboy hat....



Autumn Racing Taken October 19, 2013 at the Heritage Park docks at the Glenmore Reservoir.

John McKinney - CRYA Skipper Profile

By Michael Steele

This month we profile the new Victoria Class Secretary, John McKinney from Woodstock, Ontario. John has been extremely active in the model yachting community over the last four years, racing in 5 different classes on both sides of the border. He has recently become the Victoria Class Secretary. CRYA takes some time to find out more about John and the future of the Victoria Class in 2014.

CRYA - Tell us about your interest in Sailing.

JOHN: I learned to sail at 12 while at a summer camp and I introduced my father to sailing upon my return (I was sent to camp as my little Brother was expected. My Brother was born on my birthday while I was at camp). I raced Albacores with my father through my teen years. I stopped sailing when attending University, but in my early 30's, I returned to recreational sailing with the Oxford Sailing Club, in Woodstock Ontario. I was the club Commodore 3 times and enjoyed the community amongst the sailing crowd.

CRYA : What was your introduction to R/C Sailing?

I first built two Victor Soling's over twenty years ago to sail with my father when MS prevented him from sailing "big" boats. After a couple of years, my father passed and the boats sat in the garage unused. Two years before retirement, I recalled how much I enjoyed the competitiveness of sailboat racing and thought that RC sailboat racing would be something

I could enjoy and afford after retirement. This started my involvement in competing in regatta's with Metro Marine Modellers and the Woodstock Model Sailing Club.



CRYA: What do you enjoy most about R/C Sailing?

JOHN: I enjoy the strategy and tactics necessary to be competitive. The people that are involved in the RC sailing community are friendly and mutually supportive. Traveling to different venues is great fun. Surprisingly, I have found the boat building process just as enjoyable, especially during a winter like this one.

CRYA : What motivated you to

take on the Victoria Class Secretary Position?

JOHN: Out of the five classes I sail, the Victorias have been the most fun. When the previous Class Secretary wanted to spend more time on other CRYA areas, I agreed to be the Class Secretary. In the last two years, a real synergy has developed around the Victoria class with some excellent sailing happening both on weeknights and weekend regattas.

CRYA: Tell us about the future of the Victoria class.

JOHN: The Victoria class, in Canada, needs to have more organization and structure. More events and promotion are needed to build the class here in Canada. I would like to see a more complete data base of owners with details of their location and if, possible the club they sail with. It is difficult to have more events and promotional activity when all I have is a list of names and sail numbers.

Everyone who has a Victoria is asked to send

me a personal email with information about their Victoria and club activities and contact information. In Ontario, we have held a regular Regional Championship. The next one is scheduled for August 24th, 2014. Details are included in this publication. For the other regions, please let me know when you will be holding Championship Regattas we are looking forward once again to having a National Championship.

CRYA: Thank you John - all the best for 2014!

Personal Sail Numbers

By Lawrie Neish, President CRYA

The Association is introducing the option of personal sail numbers to members.

Rules that control identification on sails may be found in the Racing Rules of Sailing - Appendix G - Identification on Sails as modified by Appendix E - Radio Controlled Boat Racing Rules paragraph E6.

These rules allow owners to have their own personal sail number (two digit numbers).

The ISAF Identification on Sails rules apply to recognized international radio yacht classes and may also be used for classes recognized by the CRYA.

An owner may use a PSN for any class which the owner sails.

It should be noted that having a PSN does not bestow any privileges in the event of a sail number clash at events. This is based on a first come basis. The race committee have the responsibility to resolve the clash as found in RRS E6(b)

Advantages

Skippers may wish for example to shift rigs between yachts - where the class rules allow. Skippers may wish that all the yachts they own carry their personal number. Skippers may wish to resolve number clashes at club level.

Allocation of Personal Sail Number

A skipper wishing a Personal Sail Number may apply to the Registrar via the CRYA web site or, by email or letter.

A certificate will be issued on payment being made of the PSN annual fee.

The annual fee shall be set from time to time by the Executive. The current fee is \$5

The owner is granted the use of the PSN for a period of five years. Ownership of the

number is not granted.

Every effort will be made to accommodate an owner's in choice of a suitable number.

There shall be a hundred numbers available, 0 to 99 in each Region.

A certificate not renewed after three months of the expiry date as displayed on the certificate can be reallocated without further notice.

An owner who lets his membership of the CRYA lapse for a period of three months shall lose the right to use the PSN allocated to him/her. The PSN will then be returned to the list of available numbers and may be reallocated immediately thereafter.

The annual fee may be waived by the Registrar if it is to the CRYA's benefit

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Bush Regatta

By Andrew Baak

So what is a bush regatta you ask? Well they are a sailing event with their unique combination of remote locations, no formal sailing clubs, and group camping and a lot of fun. Marks and rescue boats are brought along by the sailors, and all bush regattas have one other very important thing in common – Usually a location with lots and lots of WIND!

The first bush regattas I attended was twenty five years ago when my brother and I would towed our 14' Tasar dinghy out to a bush regatta in BC's Fraser Valley at Harrison Hot Springs, followed by similar trips to Cultus Lake near Chilliwack BC and up at Nicola Lake near Merritt BC. We even went down to Cascade Locks near Portland OR, which later became the site for numerous National and World championships of numerous classes.

These Bush regattas attracted sailors of many different abilities some sailors even had previous Olympic or world champion experiences. These great sailors were unstinting in helping novice sailors with tips, pointers and training. Close friendships were formed at these events. When the sailing was done, or if the winds weren't cooperating, games of ultimate frisbee or soccer were played or people went sight-seeing around these great locations.

It was in the spirit of these bush regattas that four r/c sailors (Steve Kibble, Mark Verrey, Chris Hunt, Andrew Baak) from the Calgary Model Sailing Association went on a camping weekend scouting expedition in search of new wind and waves. Our destination was Waterton Lakes National Park, a

World Heritage site on the Alberta – Montana border and one of the windiest places in western Canada. Waterton Lakes is three hours south of Calgary near Pincher Creek, site of some amazing wind farms. Our trip started at the Good Earth coffee shop in Glenmore



Landing near our docks in Calgary, and a quick check of the forecast before we left sounded promising, "mainly cloudy with 60 percent chance of showers early this morning. Clearing this morning. Wind west 70 km/h gusting to 110 diminishing to 50 gusting to 80 near noon. High 13. UV index 3 or moderate." The trip down south to Waterton was amazing. We took Highway 22, known as The Cowboy Trail, all the way to Waterton. Conversations about the 34th America's Cup, family, past personal histories and speculation about what we would find when we arrived all conspired to make the three hour road trip pass quickly.

Upon arrival at Waterton's park gates we spotted a large black bear foraging on a nearby hillside, and we really knew then that we were no longer in Calgary! Waterton Lakes is surrounded by

large, imposing mountains and the snow level in late September was already quite low. With its unique geography, Waterton has its own weather systems and that weather made itself known to us immediately. Cold temperatures and constant rain greeted us, as well as our Holy Grail – wind, wind, wind and lots of wind. The four of us exited our warm vehicles and walked to the town site's

boardwalk, where we saw the wind blowing at the top of a #2 rig with frequent gusts going to a #3 rig about 100' offshore. Waves were rolling a couple of feet apart and cresting around 2-3 feet high. As the four of us were standing there freezing and getting wetter and wetter we did what all smart Canadians do – we walked into the town site and had a hot lunch, hoping the weather would start to cooperate soon thereafter.

It didn't. It actually got worse. With zero argument amongst the

four of us we decided the camping idea was crazy and turn this into a day trip. We continued to scout the park for potential sailing venues and found four different spots, each with certain advantages and disadvantages. We found a relatively secluded bay that would provide some protection against Waterton's occasional 110+ km/h winds, and it had a very nice picnic area close by. After leaving the park gates the weather dramatically improved and we made a small detour to another body of water, the Waterton Reservoir. This spot has a decent provincial campsite along the shores, a large picnic area and a substantial dock jutting out into the water. The wind was very strong and running parallel to the beach with waves very close together and cresting at 2-3 feet. After some discussion Steve Kibble and I

decided to put our IOM's into the water. I rigged up his #3 rig while Steve rigged up his smallest rig, a #2. Although the water levels were very low, the dock was still far enough out into the water to be able to use it as a launch site. After watching Steve and I performed some aquatic acrobatics with our boats Chris Hunt decided to join in, rigging up his #3 rig. Mark Verrey, the wisest amongst us, decided not to put his IOM into the water and volunteered himself as chief photographer. Within moments of Chris placing his Widget into the water his jib sail broke free. Retrieving the boat, the consensus was that a line had snapped, however, after a more thorough inspection it was found that the two hooks holding the jib sail to the main mast were literally straightened and pulled out due to the force of the wind. After that incident we decided to call it a day to prevent any further damage to any of the other boats.

After some further travel back towards Calgary we stopped in Black Diamond for supper. With beers in hand we decided on the following:

we're 100% certain of coming back, probably in June 2014 and making it an overnight weekend camping trip and bush regatta.



We'll try and book as many campsites as possible so no one has to be turned away. The Waterton Lakes town site has a number of motels and hotels, and the town of Pincher Creek is only a 45-minute drive away.

Make this an open invitation event, the bush regatta will be an informal, no-fee, fun event. Dose ourselves with as much natural vitamin E as possible (this from the sun)!

Wanting to carry our summer 2013 IOM sailing momentum into this upcoming cold long winter we

also decided to create an r/c ice yacht racing fleet. Ideas included using our IOM's #2 rigs, our IOM's sail and rudder servos, and keeping the total build cost at \$50.00 with all materials purchased at Home Depot. Steve is creating the Deed of Gift rules with our inaugural ice regatta held during the February 2014 family day long weekend at Ghost Lake AB. We'll submit a story of our progress next year. In the spirit of the America's Cup, I will do everything in my power to either find a loophole or circumvent the rules entirely, thus leaving my fellow r/c sailors shaking their heads and their fists at me. This is called, "fun."

We're very excited about returning to Waterton next year and believe we've found a venue to compete with the likes of the Hood River Carnage. Add in a fantastic road trip, a cool mountain town, mind-blowing scenery and lots of wildlife and Waterton could be the next must-sail location in the west. Oh and there's wind – lots and lots and lots of wind.

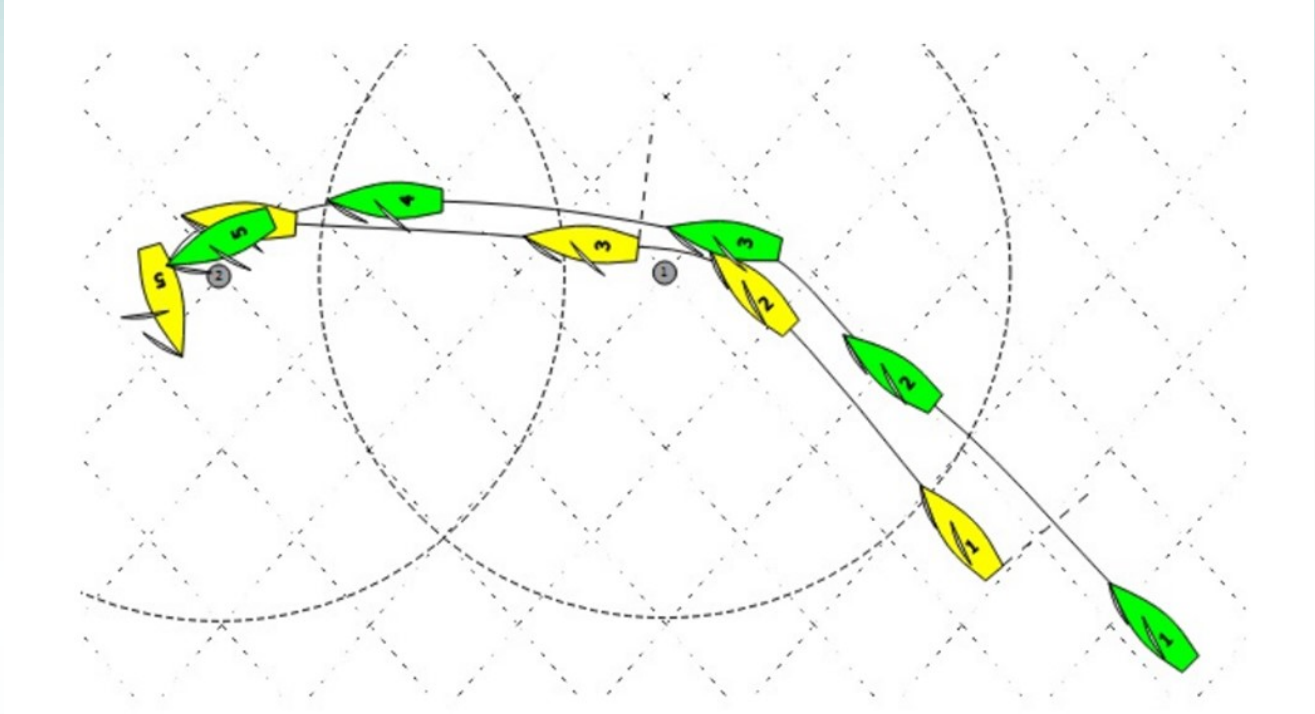


Sailing with the Rules

By John Ball—CRYA Technical Director

Zones and Mark Room at an offset mark

A sailor sent me the following diagram and question. I added the zones to help understand the rules involved. The answer is not obvious and is not covered in the ISAF Case Book so here is my opinion on the situation and the rule that apply.



His description of the situation read “The course is to a weather mark and an offset mark to be rounded to port, and then a long downwind leg to a leeward mark. Yellow and Green approach the weather mark on stbd tack with Yellow clear ahead and to leeward at the zone of the weather mark. Contact occurs between Green and Yellow after Yellow gybed, rounding the offset mark. Yellow protests Green under R 18 for not giving mark room. Green protests Yellow under R 10 (port/stbd) and R 16 (altering course).”

His questions were “What rules apply and what effect does the zone have for an offset mark?”

Looking at the diagram, it is pretty clear that if Yellow had just born away on stbd (and not gybed) the separation between the two boats would have continued and no contact would have occurred. By making a sharp turn to port to gybe, Yellow slowed down and Green collided with her. There are two directions that the answer could take – first is that Green is DSQ for not giving mark room to Yellow. The second is that Yellow, by gybing, caused the collision and so we have to look at whether Yellow is allowed to gybe under the rules and when she gybes, does Green have to give her room to gybe, or does Yellow have to give room to Green to stay clear. Suddenly the answer is not so clear!

I thought that this was a really good question for an incident that could happen quite easily. The answer starts with the statement that there is no mention of an ‘offset’ mark in the rule book. It is a convenient label that we attach to a mark to help describe the course. An offset mark is just a mark like any other. It has its own zone. It is a good idea for the RC to place the weather mark and the offset far enough apart that the zones do not overlap, but at least far enough apart that the marks are not in each other’s zone – ie more than 4 boat lengths apart, and better if more than 8 boat lengths. In the above example, the zones overlap, but there is

enough separation of the marks that the effect of the separate zones can be seen.

Each mark has its own zone and so for the offset mark, R 18 begins to apply to the boats as they enter its zone. The offset mark is usually approached on a beam reach – we round the weather mark and bare off a bit. So in this case, R 18 begins to apply for the offset mark when the bow of Yellow reaches its zone. At that point, Green is clear astern and must give Yellow mark room. So we can look at the definition of Mark-Room. (Remember that the word *Room* in the definition *Mark Room* is also a defined term)

Mark-Room *Room for a boat to leave a mark on the required side. Also,*

(a) room to sail to the mark when her proper course is to sail close to it, and

(b) room to round the mark as necessary to sail the course.

Room *The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.*

From R 18.2 **Mark Room**

(c) When a boat is required to give mark-room by rule 18.2(b),

(1) she shall continue to do so even if later an overlap is broken or a new overlap begins;

(2) if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped.

From R 18.4 **Gybing**

When an inside overlapped right-of-way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no farther from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

16 CHANGING COURSE

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

At Position 4, Green is giving mark room to Yellow, so the Mark Room definition requirement in (a) has been met. Between position 4 and 5, Yellow is alongside the mark, and is beginning to head for the next mark, which is downwind. So to satisfy (b) of the definition, the question becomes, “Is it necessary for Yellow to gybe to sail her proper course to the next mark”? If a gybe is necessary, then Green is in the wrong for failing to provide Mark Room. But, if a gybe is NOT necessary, then Yellow is in the wrong, as she altered course in front of Green and did not give Green room to keep clear (R 16.1).

In my opinion, the answer to this question will depend upon the location of the next mark and the wind direction. In a Protest Hearing, the onus will be on Yellow to convince the jury that a gybe was necessary to sail her proper course. If the course was an old-fashioned triangle, and this was the wing mark, then clearly a gybe would be necessary, and Green would know that and would be prepared to give room to Yellow to gybe. If the next leg is straight down wind, then Yellow may not need to gybe straight away, she could sail off on stbd for a while.

So I think that in this particular case with a true downwind leg, Yellow would have a hard time convincing a jury that her proper course required a gybe to port right at the mark, and a jury would find that in this situation, she has broken R 16.1 causing the contact with Green.

So my message is “Don’t gybe sharply around the offset mark unless you have a strong reason to support the decision. “

Soling Class Report

By Paul Switzer—Class Secretary

We are experiencing a real old fashioned winter here in Eastern Ontario with ice storms, power outages, lots of snow (for us anyway) and some -25C nights. It is pretty to see but much more suited for spending time in the workshop building and modifying boats (in my humble opinion anyway).

The Metro Marine Modelers club in Toronto has agreed to host the 2014 Soling Canadian Championships in their great venue at Humber Pond. Put the June 21 – 22 weekend in your calendar now and plan on a great regatta with good wind from nearby Lake Ontario. Steve Penney is leading the team and has been working on planning since December. It promises to be a super event in one of Canada's great cities. I

know the TD Toronto Jazz Festival is on from June 19 –

28 for anyone who wants to stick around and enjoy Toronto. Watch www.crya.ca for news and documents once I get them. I will also alert the fleets and contacts I know of by email as soon as I have more information.

MMM hosted this event in 2010 and the 23 of you who attended will remember it was a well run and fun regatta. That year it was a combined Canadian Championship and AMYA Region 1 regatta in which we had 6 competitors from south of the border so hopefully we can expect folks from the USA again this year. I have already had requests from American sailors asking for date information.

Cross border racing in this area is something I like to promote so I encourage you to look for Soling events like the Western Reserve

Model Yacht Club Open Regatta and Match Racing event June 14 – 15 in Painesville, Ohio, the CanAm Cup August 2 – 3, in Stowe, Vermont and the US National Championship Regatta September 12 – 14 which will be part of the Chicago Race Week. Three other classes will hold their NCR regattas from September 14 until September 20. Over nine days you can race your Soling and then watch boats such as EC 12s, Js and Santa Barbaras race their National Championships. Keep me posted if you are hosting events and I will communicate them to my contacts cross Canada.

I continue to get registration requests for new boats so I know there is some building going on this winter. A few boats have been transferred as well. The CRYA website will point you to me for registration services.

IOM Class Report

By John Ball—Class Secretary

First, an update on class news – the 2013 World Championship, held in Israel in October, was won by Robert Walsh of the Fleetwood club in England. Some of you may remember Robert, who visited us and sailed in a friendly regatta at Salt Spring a couple of years back. I was not able to attend, but recall Martin Herbert commenting on Robert's boat handling skills – "he seemed to gain several boat lengths at each mark"

From the International Class Association (IOMICA), the annual election was held in December and our new President is Fred Rocha of San Diego. Barry Fox, the outgoing president, returns to his previous position as Secretary. Our CRYA President Lawrie Neish, continues as Chairman of the Measurement Committee. There is a huge amount of work that goes on behind the scenes, and all the

volunteer board members deserve our sincere thanks for all that they do on our behalf.

The motion to award two spaces for larger National Association members (NAs) with 50 or more registered IOMs and one space to the smaller NAs (under 50 owners) was approved. (The previous version gave two places to every NA, regardless of size. (The problem was that due to popularity of IOM around the world, the IOMICA has grown and if every eligible country wanted to send their two boats, the entry would exceed 76 – the max allowed under the Regatta rules for the Worlds).

A question was raised about the use of a telltale on the leach of the main sail. The class rule is not clear as they are optional, but can they extend beyond the measured

sail control points? A formal question was presented by the USA to the IOMICA Technical Committee for a formal ruling on the positioning of telltales and also a mast head wind indicator. If you want to follow this online, the link is

<http://www.iomclass.org/2013/12/27/request-interpretation-class-rules-wind-indicator/>

To read previous rulings, the details are at <http://www.iomclass.org/class-rules/>

As I write this, there have been two bids presented to the IOMICA to host the 2015 World Championship and a decision should be available soon. The first was from the USA for a regatta in Foster City, just south of San Francisco. The second was from

Spain, for a regatta in Barcelona. In both cases, the planned date is May, 2015.

If the IOM Worlds is held in the USA, it is expected that a number of Canadian sailors would want to attend. Canada is awarded two spaces in the first round of applications. We may get additional spaces in the second round, but I am not expecting many to be available, so competition to represent Canada may be tough. If there are more Canadian IOM sailors applying than we have spaces allocated, then we will use the Ranking System to prioritize our representatives.

Elsewhere in this issue you should find the NOR for the Beaver Fever Regatta, Victoria BC March 22/23 2014 and the NOR for the Canadian Western Regional IOM Regatta, Salt Spring Island scheduled for early June. We are also hoping for two ranking events



in the east, including the Canadian Championship in Kingston in September. If any club would like to volunteer to host the CRYA Eastern Regional Championship, please PLEASE contact me asap! (iomsecy@crya.ca). The NORs for the eastern events will be added to the crya.ca web site and should be in the next issue of this magazine.

There are also a number of AMYA Regional Ranking events planned for 2014 and you can attend as many as you wish, and will be able to count your two best AMYA qualifying events towards your CRYA IOM Ranking. To help you plan your year, the full schedule for eligible regattas should be found on the CRYA.ca web site.

Treasurer

This association is in need of a member to undertake the Treasurer's position. Unfortunately the person who was to assume the position at the beginning of last year was unable to do so for personal reasons. Since then I have been fielding the position.

When the Association was being incorporated I had to appoint Member #898 to the position. Member #898 happens to be my wife. This is not a good arrangement, as if I expect to be loved and generally looked after in my declining years, I finish up doing the work required anyway.

The position of Treasurer has been separated from the task of registering and maintaining the CRYA database. This lightens the work required considerably to writing a few cheques a year and receiving membership dues and boat registration. (If you know your five and fifteen times tables it is easy). By the time you read this, I will likely have completed, or substantially completed, the major portion of the Treasurer's work load for the year.

The position would ideally be filled by a younger member in Ontario or Quebec who is bored waiting for the ice to melt and might bring a fresh outlook to the executive. If this is you, then I would love to hear from you.

Active Membership by Region as of December 31st 2013

West	59
Prairies	8
Ontario	90
Quebec	16
Maritimes	15

Class Status at December 31st 2013

Class	Active boats	Registered boats	Highest Reg. #
IOM	134	274	7007
Soling 1m	103	372	5599
Victoria	44	174	7007
US 1m	25	138	1030
Mini 12	22	84	171
Int. Marblehead	19	257	3366
Int 10 Rater	4	67	1772
Int A	5	8	339
EC 12	14	88	2000
RG 65	8	9	99
366	2	52	1163
AC	2	14	662

Active boat means it is registered to an active member. There is no guarantee that it is in sailing condition, or even if it still exists. The international classes are required to have their numbers issued sequentially and be unique. This has not been done by Canada and should be corrected. It would be a good rule to follow with the other classes. Presently, new registration numbers for all classes are being issued to fill vacant / empty numbers to reduce the problem. Hobson, rented his horses out by the same process. But, it takes little imagination to see that this is not a solution to the registration numbering problem.

Eight classes have recognised status, three of these because they are international classes. One class no longer has recognition (366). A class gains recognition when 20 members have boats, has a class secretary and asks for recognition. It loses recognition when less than ten active members have a registered boat. Recognition allows the class to ask the CRYA to sanction its events as regional or national championships.

There are several groups of boats which have not had more than a few boats at any time. These are not listed.

From a brief look at this table it can be seen that the highest Registered Number of a boat in any class bears no resemblance in any way to the number of boats in the class, or whether in fact it is the last boat registered. It is a result the registrar being a nice guy and issuing numbers to give members special sail numbers. Within the RRS there is another way to achieve this without causing chaos in the register. Members should be reminded we are registering boats and not registering sails. The results are a "pain" to the registrar or class secretary. You probably can work out the reasons!

Cookie's Winter, No, Year Round Project

By David Cook

Are there any interesting winter projects going on you ask? I've actually got 6 on the go but the most interesting ones are my robotic or robo arms for short. They are my top priority because of necessity. I like to eat and want to maintain as much independence as possible. I have a rare form of ALS which is very slow to progress and affects the strength and function of my arms and hands, as well as other muscles in my body. There's a day not too far in the future when my arms won't work at all. My shoulders stopped working about 3 months ago. To overcome this devastating inconvenience, I decided to take the bull by the horns and invent my own robo arm, actually 2 of them. One will be used at home to feed myself and the other mounted to my wheelchair and will be used for a variety of purposes like picking up things I drop, open doors and push buttons.

I first did some market research and soon realized robotic arms were way beyond my financial means. Other models start at over \$10K and as much as \$50K. My financial goal is to build both of them for under \$2,000. If they work well, I also plan on manufacturing them and selling them for as low as I can.

Early last March the first person I

called when I decided to take on the massive project was Barry Fox. I've roped in other IOM sailors like Colin Bussanich who did the computer programming and Don Case who is one of my technical advisors. Bob Haines, Russ Cozens and Bob Copley have helped out too.

My functional goal extremes are for the arms to be able to pick up a piece of paper off the floor to holding a bottle of beer or rum and coke. This means the hand or gripper must have fine motor dexterity and lots of torque at an

arm's length reach of 30". The arms will help me feed myself, open doors, push buttons and anything else I can think of.

The most complicated part of the project is the computer programming. Colin has made it remember locations e.g. the surface of a plate or bowl, or just in front of my mouth. He's also pre-programmed specific movement like scooping a spoonful of liquid food or lifting a glass and keeping it level as it lifts up.

For the last couple of weeks we've been upgrading the in-house arm – improving its reaching capability, removing excess weight, redesigning the control box and tidying up the rat's nest of wires (6 servos and 18 button switches). The wheelchair arm is having the servos and gears remounted and simplified. Upcoming tasks include making a mount and storage/deployment method and making a more sophisticated gripper.

None of the above would have been possible without the generosity of my awesome friends I've mentioned above and a few others to boot. Their friendship and support has helped me through a very difficult time in my life, and for that I'm eternally grateful!






Please visit our new website
Lots of info & tips

www.spidersails.com

Sails for Soling One Meter

Spider Sails. Hudson QC. Tel 450 458 0152



NOTICE OF RACE

The 2014 Soling 1M "CanAm Challenge" Regatta

"A Friendly Cross-Border Rivalry Continues"

Organized by the **STOWE YACHT CLUB** (AMYA # 159)

Regatta Site: The regatta will be sailed on Commodore's Pond behind the Commodore's Inn, Stowe, Vermont, **Saturday, Aug. 2 & Sunday, Aug. 3.**

Objective: To promote a friendly, yet competitive, regatta - in the true Corinthian spirit - that will be scored on two levels: (1) Individual performance, and (2) Team performance (Canada vs. USA). The emphasis is on the individual sailor; team racing is specifically prohibited. It is anticipated that the top five individual positions for each country, for each race, will determine the Can Am Challenge team winner. This number may be adjusted based on lowest number of entries from one country.

Rules: This regatta will be governed by the rules as defined in the current version of *The Racing Rules of Sailing, Appendix E of the RRS, the AMYA By-laws, the Soling One Meter Class Rules, the Regatta's Sailing Instructions ("SI's") and any amendments to the SI's.*

Eligibility: Any owner/skipper of a duly registered S1M Class boat, who is a current member of the AMYA or the CRYA, may participate in this regatta. The number of competitors will be limited to 30. Entries will be assigned in the order the Entry Forms are received.

Entry: Any eligible owner/skipper, as defined above, may enter the regatta by completing and returning the Regatta Entry Form, together with an appropriate check, payable in USD, to the address indicated. To be eligible for frequency assignment, the Entry Form **MUST** indicate at least three (3) available frequencies for each boat entered, unless you are using a Spektrum or equivalent 2.4 GHz system.

Housing - Transportation: Each competitor is expected to make arrangements for their own housing and transportation. A special regatta rate will apply to a limited number of rooms at the Commodore's Inn. Call the Inn directly at (800) 447-8693, or email to: reservations@commodoresinn.com, and be sure to request this "special regatta rate".



P.O. Box 970, Stowe, Vermont 05672
802-253-7131

The 2014 Soling 1M "CanAm Challenge" Regatta

"A Friendly Cross-Border Rivalry Continues"

Saturday, Aug 2 & Sunday, Aug. 3, 2014

Location: Commodores Pond, Commodores Inn, Stowe VT 05672
 Registration Fee: \$70 USD – includes Coffee, Sodas, Lunches, Saturday Dinner & Awards
 For Information: Charlie Berry – E-mail: cberry@shadowpondvt.net
 Bruce Nourjian – E-mail: bruce@commodoresinn.com
 Lodging: Special Regatta rates; Call 1-800-447-8693. *Limited room availability.*

2014 CanAm Regatta Entry Form

Name: _____ AMYA/CRYA # _____ Club Name: _____

Address: _____

City: _____ State/Prov: _____ ZIP: _____ Phone: _____

email: _____

Registered Sail Number: _____ Actual Number on Main: _____

Frequency Preferred: _____ Alt#1 _____ Alt#2 _____ OR: Ck here if 2.4 GHz: _____

Registration Fee: \$70 USD – Checks Payable to "Stowe Yacht Club"

Sat. Dinner: \$25 per guest ("Prime Rib Buffet" - Included for Skippers)

Sat. Lunch: \$10 per guest (Included for Skippers)

Sun. Lunch: \$10 per guest (Included for Skippers)

Registration \$ 70.00

Dinner for Guest \$ _____

Sat. Lunch Guest \$ _____

Sun. Lunch Guest \$ _____

Mail To: Commodores Inn, PO Box 970, Stowe VT 05672

Website: www.commodoresinn.com

Total \$ _____

In consideration of accepting this entry, I hereby for myself, heirs, executors and administrators, waive and release any and all rights to claim damages that I or my family may have acquired against Stowe Yacht Club or it's members, or the sailing site, owners, employees, agents, representatives or assign, or the American Model Yacht Association and it's members during this regatta and related events.

Signature: _____ Date: _____

If you require lodging for the Regatta, please call the Inn @ 800-44STOWE (78693) or email: reservations@commodoresinn.com.
Mention the CanAm Regatta for a special room rate.



Soling 1M Canadian National Championship Regatta 2014 June 21-22 - Toronto, Canada

Looking for a "racing holiday"?

Why not come to Toronto this June.

Join us for the racing on the weekend and stay for the week.

Enjoy the exciting challenge & great camaraderie of racing your Soling 1M at the 2014 Canadian Championships and then stay on to enjoy the sites and flavours of Toronto's theatres, sporting events, museums and international restaurants.

Host Club:

Metro Marine Modellers (Toronto) Sail Division (AMYA #5)

Location: Humber Bay Park East, Toronto, ON Canada

For more information visit:

www.soling1mcanadians2014.wordpress.com

Contact info:

Regatta Race Chairman: David Allsebrook

david.allsebrook@mail.mcgill.ca



Soling Racing at the Top Level!



Notice of Race**2014 September Blender Regatta****September 19-21, 2014****Glenmore Reservoir, Calgary, Alberta**

1. **Event:** The Calgary Model Sailing Association in conjunction with the Glenmore Sailing Club invite International One Metre (IOM) sailors to the third annual September Blender regatta at the Glenmore Reservoir in Calgary.
2. **Eligibility:** Canadian entrants must be current members of the CRYA or the Glenmore Sailing Club or a nationally recognized sailing club or association. International entrants must be a current member of their national radio sailing organization or a recognized sailing club or association. IOM boats must comply with the IOMICA rules as approved by the IRSA and, be registered with the CRYA or appropriate national governing body, and have a valid measurement certificate, or be subject to the measurement process which will take place on Friday September 19th. Saturday AM measurement be done only by special exception for out of town visitors; please inquire upon registration.
3. **Entry:** The Entry Fee has not yet been determined. The entry process will be online at www.GlenmoreSailingClub.com which will accept PayPal and major credit cards. Entry will be officially opened in Spring 2014. Included in the entry will be:
 - dinner at social gathering/measuring event, Friday evening
 - lunch on both days of competition
 - banquet dinner Saturday evening at the GSC clubhouse
 - prizes for the top 3 finishers
4. **Entry Limit:** Total number of entries will be limited to 20 boats to keep fleet size at a maximum of 12 and number of fleets at a maximum of 2.
5. **Sail Numbers:** Two digit sail numbers are expected to be the last two digits of a boat's hull number. In the event that more than one competitor has the same two digits, the one that is second to be registered will be required to put a 1 before their sail number on all sails, the next will be required to put a 2, and so on.
6. **Event Operation:** The event will be operated in accordance with the current version of the ISAF RRS as amended by the event SIs, the current ERS, the IOM ICA Class Rules and/or any other prescriptions that may come into effect by the time of the event. Entry level will be kept to a number that will allow no more than 2 fleets to be sailed.
7. **Racing Schedule:** Conditions permitting, racing will commence at 10:00 AM on both days. On Saturday there will be a break for lunch and no races will begin after 4:30 PM. On Sunday there will be no lunch break and no races will begin after 2:00 PM.
8. **Social Schedule:** There will be a social event in conjunction with measuring on Friday evening, location TBA. There will be a banquet on Saturday evening at the Glenmore Sailing Club clubhouse. On Sunday there will be post-racing awards, followed by an informal pub visit for those interested.
9. **Accommodations:** There are several hotels nearby Glenmore Sailing Club, notably along the MacLeod Trail corridor. Additionally, the clubhouse is available for indoor camping, which has men's and women's washrooms with showers and a large common area. Competitors will need to bring camping mattresses, sleeping bags, etc. There may be a limited number of billeting space available; please inquire upon registration.
10. **Transportation:** For competitors who are flying to Calgary, attempts will be made to accommodate airport pick up and drop off. Please inquire upon registration.
11. **Contact:** Regatta co-chairs: Steve Kibble Andrew Baak
403.437.1982 403.836.0131
stevekibble@gmail.com sailorbaak@yahoo.com

Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.



2014 Victoria Ontario Region Championship

August 24th

Toronto, Ontario

NOTICE OF RACE

Rules: The regatta will be governed by the rules as defined in the current edition of the Racing Rules of Sailing, as modified by Appendix E, the Sailing instructions, the Victoria class rules and other attached documents.

Eligibility: The regatta is open to all boats of the Victoria Class whose owners are current members of the Canadian Radio Yachting Association or the American Model Yachting Association and who are properly registered with the Victoria Class.

Schedule: On site Registration **8 am - 9 am**
Skippers meetings begin at 9:00 am,
Races begin at 10:00 am, No race will start after 3:00 pm
Awards will be made immediately following the final race of the day

Location: Racing will be held at The Sailing Pond, Humber Bay Park East detailed directions to the event may be found at
<http://www.metro-marine.org/membership/pond-locations/>.

Entry: Eligible boats may be entered by completing the attached Entry form and submitting it prior to August 1st, with the entry fee indicated on the entry form. No more than 30 entries will be accepted. Entries will be accepted in the order that properly completed entry forms are received.

Sailing Instructions: Sailing instructions and frequency assignments will be sent to all competitors at the conclusion of the entry time period.

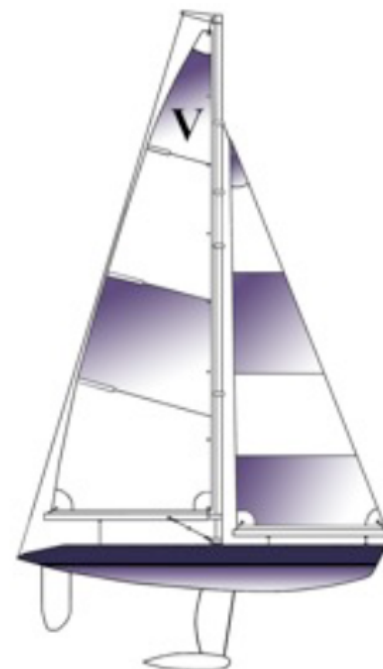
Racing format: The race committee will determine the number of races after considering weather, course and equipment conditions and the number of heats required. The intention is to complete as many races as possible during the day.

Scoring: The regatta will be scored in accordance with the Low Point Scoring system as set forth in Appendix A of the Racing Rules of Sailing. For each six races sailed, one worst score will be excluded from the overall score. In the event of more than 15 participants the Heat Management System 2007 will apply (HMS2007).

Prizes: Prizes will be awarded to the top 4 finishers in the regatta

Measurements: Measurement and class authenticity verification may be conducted on site on a random basis as determined by the Regatta Director, during check in and registration.

Additional Information: Please call 226-785-0749 or e-mail John McKinney at mckinneyja@gmail.com.



2014 Victoria Ontario Region Championship

August 24th

ENTRY FORM

Name: _____ Phone No.: _____

Address: _____

City: _____ Province/State: _____ Postal/Zip: _____

E-mail Address: _____ CRYA No.: _____ or AMYA No.: _____

Radio:

2.4 GHz _____ 75 MHz Band _____ 27 MHz Band _____ 50 MHz Band _____

If MHz Band to be used a minimum of 3 available frequencies required for entry is required.

Frequency No. 1: _____ No. 2: _____ No. 3: _____

All boats must have properly numbered sails. Sail No.: _____

Entry fee \$ 10.00 pre registration - \$ 15.00 on site registration

Amount enclosed: \$ _____

In consideration of accepting this entry, I hereby for myself, my heirs, executors, and administrators, waive and release any and all rights to claim damages that I may have or acquire against the Host, Sponsor Club, or its members, the sailing site owners, employees, agents, representatives, or assigns, and the Canadian Radio Yachting Association, and the American Model Yachting Association, or its members, from any claim for injury or other damages to me or my family during this regatta's events.

Participant's signature: _____

Date: _____

Please make Canadian Dollar check payable to: John McKinney

Please mail the entry form and check to:

Victoria Ontario Regional Championship
6338 Viscount Rd, Mississauga, Ontario Canada L4V 1H3



2014 IOM Western Canadian Championship

6 - 7 - 8 June, 2014 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2014 I.O.M. Western Canadian Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
 - 2. Eligibility:** Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in, if not with entry.
 - 3. Entry:**

Entry fee is \$65, which includes lunch on the 6th, 7th and 8th June, Barbeque on the 7th and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **5th May, 2014**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$70**

Additional lunch and barbeque tickets for those accompanying entrants will be \$20

Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline.
 - 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wneish@shaw.ca. Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
 - 5. Contact:** Lawrie Neish, Regatta Chair, (250)537-2053 or by e-mail wneish@shaw.ca or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., V8K 1N7
- Registration, measurement and practice / tuning racing will available from 10 am on 5th June until 10 am 6th June

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to registrants if requested.

ENTRY FORM

2014 IOM Western Canadian Championship 6th – 8th June, 2014 – Saltspring Island, British Columbia

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member #			
eMail Address:					

BOAT INFORMATION:

Hull #		Sail #			
Design		Sailmaker		Radio Freq	

2014 Beaver Fever Regatta

March 22 - 23, 2014 – Beaver Lake, Victoria, British Columbia
CRYA IOM Ranking – CAN AM COW Series #1



- 1. Event:** The Victoria Model Shipbuilders Society invites International One Metre (IOM) sailors to the 2014 IOM Regatta at Beaver Lake in Victoria, British Columbia, Canada. This is a Canadian CRYA IOM Ranking event and will be the first event of the 2014 CAN AM COW Series..
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$35**, which may be paid at the time of entry or at the event.. Prizes will be awarded to the first three sailors at the end of the event.. Lunch will be provided both days at lake side.
- Paid entries will be given preference over others. Entries will be accepted via regular mail. As well we will be setting up an on line entry process in shortly to allow quicker processing. Entries will be open starting January 15th, 2014. 5 spaces will be held back for 2 weeks following that date to allow regular mail entries to have a chance. Entries should be in the hands of the Race Committee by March 8. Late entries may be accepted after that date but might not be able to be included in some event benefits.
- Frequencies and sail numbers will be allocated based on the date of receipt of entries.
- 4. Accommodation** There are lots of accommodation options throughout the Greater Victoria area. Prices vary so shop as you will.
- 5. Contact:** Barry Fox, Regatta Chair, 210, 1521 Church Ave., Victoria, BC V8P 5T7 or by e-mail bdfox1@gmail.com. Contact at (250) 294-0350

Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.

*****PLEASE NOTE THAT THIS IS A PRELIMINARY ISSUE OF THE NOR. IT IS UNLIKELY TO CHANGE SUBSTANTIALLY BUT REVISED VERSIONS WILL BE POSTED AS THEY ARE AVAILABLE.

ENTRY FORM

2014 Beaver Fever IOM Regatta

March 22 - 23, 2014 – Beaver Lake, Victoria, British Columbia

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member #			
eMail Address:					

BOAT INFORMATION:

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq	
T Shirt Size		# Attending Friday Check in Social?		# Attending Saturday Evening No Host Dinner?	

2014 Beaver Fever Regatta

*March 22 - 23, 2014 – Beaver Lake, Victoria, British Columbia
CRYA IOM Ranking – CAN AM COW Series #1*

**Supplementary Information****Operation of Event**

The event will be operated in accordance with the current version of the ISAF RRS as amended by the event SIs, the current ERS, the IOM ICA Class Rules and/or any other prescriptions that may come into effect by the time of the event.

Entry level will be kept to a number that will allow no more than 2 fleets to be sailed.

Depending on the entry level the event will either be sailed as a single fleet or as two fleet heats to make up each race.

If two fleets are used then the event will be operated using the 6 boat promotion/relegation process. Scoring will be done using the HMS spreadsheet software.

If the wind permits, racing will commence at 10:00 AM each day. A break for lunch will be provided and no race heat will start after 4:30 on Saturday or after 2:30 PM on Sunday.

A prize giving ceremony will take place as soon after racing is finished on Sunday to allow everyone to start their journeys home.

Accommodation

This is the preliminary version of the NOR. We will be announcing if there is a preferred accommodation location and if any kind of price break will be made available.

Other accommodation is available all over Greater Victoria at a variety of prices.

Check In and Measurement

All boats entered must have a valid IOM ICA Measurement Certificate issued by its home issuing authority. For owners of recently measured boats who may not have time to receive their certificates, a copy of the signed measurement forms may be accepted.

A practice sailing session will be available Friday, March 21 at Beaver Lake from 2:00 to 4:00 PM. Measurement and check in will be during an evening social gathering Friday evening. The details and exact instructions to get to it will be distributed soon. Measurement at the lake on Saturday will be available but everyone is encouraged to get this done on Friday if they are in town.

If anyone is flying in and needs to be picked up, let us know ASAP so that arrangements can be made.

Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:

New Member:

Date:

Member #:

Name:

Address:

City:

Province:

Postal Code:

Telephone:

Email:

Newsletter Delivery Options
Choose One:

Digital Colour Edition via
Email:

Black and White Paper Edition via Postal Mail:

CRYA Member #

Second Member Name:

Club Name:

Annual Dues:

\$

\$15.00 (Additional members at the same address \$7.50)

CRYA Pins

\$

\$5.00 Each or 5 for \$20.00

Registration Fee

\$

\$5.00 for each new or transferred yacht

Total

\$

Make Cheques Payable to CRYA

List New or Transferred Boats

Class	Designer	Hull#	Existing Sail#	Previous Owner and CRYA#
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Please print, fill out and send this form with your cheque or money order payable to the CRYA to:

W.L. Neish – CRYA
461 Walker Hook Road.
Saltspring Island, BC V8K 1N7