

Canadian Radio Yachting



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CRYA: Canada's Radio Control Sailing Authority

The CRYA is a delegate member of the International Radio Sailing Association and is Canada's National Organization responsible for all aspects of model yachting and radio sailing within Canada.

We are not a class association of the CYA.

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 membership fee is \$15 and there is a fee of \$5 per new or transferred boat. On registering one's boat, a unique hull or 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).

Special notice of by-law amendments

A copy of proposed CRYA Constitution by-law amendments is being sent out to all CRYA members. Voting instructions and deadline are included.

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 odd 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 odd numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In odd years. Ballots due to be received by the Exec. Secretary.

On the Cover:

BAMM RC club sailing the Dragon Force 65 at Imperial Landing, Steveston, BC.

See story on [page 23](#)

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

CRYA Contact List

Role	Name	Address	Phone/Fax	Email
President	Lawrie Neish	Saltspring Island, BC	250-537-2053	president@crya.ca
Past President	Gary Bugden	Bedford, NS	902-835 -5006	pastpresident@crya.ca
Executive Secretary	Steve Kibble	Victoria, BC	403-437-1982	secretary@crya.ca
Treasurer	Aileen Neish	Saltspring Island, BC	250-537-2053	treasurer@crya.ca
Technical Director	John Ball	Vancouver Island, BC	928-304-6202 (cell)	technicaldirector@crya.ca
Communications Director	Art Prufer	Maple Ridge, BC	604-788-2069 (cell)	communications@crya.ca
Regional Directors				
Western	Roger Kibble	Saltspring Island, BC	250-537-2355	westdir@crya
Prairies	Andrew Baak	Calgary, AB	403-730-0340	prairiedir@crya.ca
Ontario	to be appointed			onttariodir@crya.ca
Quebec	George Robertson	Hudson, QC	450 458 4845	quebecdir@crya.ca
Maritimes	Jim Goddard	Dartmouth, NS	902-488-1601	maritimedir@crya.ca
Class Secretaries				
EC-12	Doug Diet	Windsor, ON	519- 974-6101	ec12secy@crya.ca
International Classes	Executive		250-537-2053	intclasses@crya.ca
IOM	Peter Stevens	Vancouver Island, BC	928-304-6202 (cell)	iomsecy@crya.ca
US1m	John Helmer	Tecumseh, ON	519-735-8522	us1msecy@crya.ca
Victoria	to be appointed			victsecy@crya.ca
Soling 1M	Bruce Silzer	Toronto, ON	416-781-7160	solingsecy@crya.ca
Mini 12	Bernie Reid	Ottawa, ON	613-596-4595	mini12secy@crya.ca
RG-65 DF	Michael Steele	Mississauga, ON	289-232-8834	dfrg65@crya.ca
CRYA Official Measurers				
British Columbia	Lawrie Neish	Saltspring Island, BC	250-537-2053	westmeasr@crya.ca
Quebec	Dennis Edge	Beaconsfield, PQ	514-630-3777	quebecmeasr@crya.ca
Ontario	Pete VanRossem	Kingston, ON	613-634-1140	ontkingmeasr@crya.ca
Ontario	Marko Majic	Mississauga, Ontario	905-625-2301	onttormear@crya.ca

Leading Edge Hobbies is a family owned, full line hobby store carrying all types of radio-controlled kits and equipment, plastic and wood models, model railroad, rocketry, kites, puzzles, paint by number, doll houses, slot cars in all scales, coin and stamp books and albums, many hobby related tools and accessories and much more! Our retail area of 5000sqft makes us the largest hobby shop in Ontario!

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President's Report

By Lawrie Neish—CRYA President

I am certain that many members will be relieved, as I am, but perhaps for different reasons, that I am not the editor of this newsletter. After my email threat we had three members step forward offering to take on the job or at least consider it. I thank all three. Art Prufer who is a member of Burnaby AMM will no doubt introduce himself to you.

During the month of September, after measuring Tim Malcolm's IOM for certificate in Fort St John and visiting a granddaughter in Nokomis Saskatchewan, I arrived at Calgary for the IOM Prairie Regional. Calgary MYA is a very enthusiastic group and it was great being with them for a successful event. I can also report that Andrew Baak barbecues a very good steak. A report of the event is elsewhere in this newsletter.

Recently after receiving an offer from Burnaby AMM to host a DF Nationals in the coming year I thought I should go and check their sailing venue. Whether, or not, they do host the event I found the location to be very good for the DFs with a stiff breeze blowing straight down the course and the skippers having a great time keeping their boats from being submarines. The site has two possible locations on either side of the access pier to the long float. The DFs were sailing on the shorter of the two. The other side may well provide the long sought after Vancouver venue for IOMs. A few days before this I had visited Port Alberni to view a possible site for one of our travellers' series events. The site is good and the Port Alberni Port Authority has approved WCMYA using it and is offering to help promote the event.

My main effort this past month or so was in re-drafting the Associations Constitution and By-laws. The set used for our incorporation was a clean-up of the original Constitution and By-laws. This left the document in basically its original format. There was considerable repetition of items in the constitution being repeated in the by-laws. The revision which is being presented for approval follows the common practice of today in reducing the constitution to a couple of simple statements and places everything else in the by-laws. Other than re-numbering and re-arranging, little if anything, is changed. There are a few additions. One of these is a dissolution clause should the Association ever be wound up. The other adds a section on Clubs which were mentioned in several places in the original by-laws without ever saying what they were. As this is an eight page document it will be circulated as an attachment with the notice of this newsletter being posted

Elsewhere in this newsletter is a look up list of clubs from the Associations database of some years ago many of these do not exist today, or in the case of some big boat clubs no longer have CRYA members. There may be some which are not on the list. I would like to bring this list up to date and ask that if any member can give me information on any of them, it would be very good and save me a lot of correspondence of one kind or another.

With a view to bringing our contact list printed in this newsletter and on the website I asked, by email, the listed class secretaries and other classes listed in our website to indicate if they would be continuing on in the coming year, or

not. I am sorry to say that there are a few who have not replied. I am a believer in the classes coming up with their own secretary. As a result, classes where I have no response will be contacted to ask for a replacement secretary. Any class representative who did not receive an email on this subject, or has a guilty conscience should contact me.

Another class matter is the subject of National Championships. Our country according to some is a long strip development. This is unkind and not quite true as there is a long distance between Calgary and any destination in Ontario with development opportunities. In the west there is the Strait of Georgia, also known these days as the Salish Sea. The gaps and distances tend to make national Championships regional affairs with augmentation by our friends from the south. The situation is further affected by the fact that a number of our recognised classes are present only in Ontario, Quebec and the Maritimes. - Solings, Victorias, US One Meters and Mini 12s. I think that this group can hold a championship of a regional nature and still claim it represents the class nationally and rate a "Nationals". The RG65 in the form of Dragon Forces and the IOMs have the problem of having registered boats in both east and west. This introduces travel, accommodation and days off work etc. A skipper has to be fanatical to participate in a National Championship every second year, or so 5,000 Km away on the other side of the continent. The question is what should be done, if anything, regarding national championships. I will appreciate your comment and

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opinions on the matter

The Associations financial year ends on 30th November. As of writing this I can report that the membership stands at 199. This is up from the 140 of two years ago.

Before you leap to your Abacus, this does not all translate into dollars in the coming financial statement due to PayPal fees and as some members have their membership dues paid for some years ahead, and new memberships paid after October

1st and early renewals are credited to 2016.

I wish all members and their families a good, peaceful new year with good winds.

Register Report - CRYA Class Status

By Lawrie Neish

With the number of boats in the register, now over 1,800, the list gives the numbers for the largest classes, recognized classes and the four international classes.

Several things should be understood the main being "Active" refers to boats in the class with a current member - it does not mean the boat is being sailed on a regular basis. It should also be appreciated that 54 boats does not translate into 54 owners as quite a few skippers own more than one boat in the class. When the "active" is reduced to owners a class such as the East Coast 12 for example, is in peril and close to losing its "recognised status."

Number of Boats registered per year

The number given is for the first year a boat has been registered. This does not take into account previously registered boats being transferred to new owners. When transfers of boats registered in previous years are taken into

Class	Total#	Active	Percent
10 rater	67	2	3%
AC	13	3	23%
EC 12	89	13	15%
Fty	38	25	66%
Int A	9	5	56%
IOM	298	139	47%
Mini 12	85	33	39%
MHD	257	19	7%
MM	25	9	36%
RG 65	54	51	94%
Soling	391	125	32%
US1	150	28	19%
V1D	194	53	27%

Total registered boats in DB - 1812

account this increases the number of boats being registered per year to new owners.

2015	60 (10 months)
2014	58
2013	28
2012	58
2011	68

The RG 65 / DF is the tenth largest class and has the highest percentage of active members in its ranks as might be expected of a comparatively new class. I think it likely at one time or another several other classes could claim a similar status. The earliest registrations go back into the late seventies when the East Coast 12 was the boat to have - probably the only one large enough to hold the radio and winch of the day - now it is danger of losing its recognized status.

From observation it would seem that the register was being compiled or transferred onto a computer in mid-1990's at that time the International classes, Marblehead and 10 Rater held sway. These marked the days of build it yourself boats. These were followed by the IOM which continued the tradition but gradually seems to be moving in the direction of assembling kits or buying ready to sail (almost).

Thanks and Ahoy

By Art Prufer - Newsletter Editor

As mentioned in the last newsletter, Jim Goddard has stepped aside as editor of the CRYA Newsletter.

I'd like to thank him for his years of dedication keeping CRYA members informed by collecting articles and publishing this quarterly Newsletter. I certainly

can't fault him for wanting to get in more sailing time, as I know I can't get enough stick time to satisfy my thirst for RC sailing.

I decided to answer the call for a newsletter editor because I want to promote radio sailing in Canada.

I got started sailing 1:1 boats 50 years ago, but only recently found out the excitement of racing a model yacht in a fleet of others. I hope to pass on this passion to others, to ensure the continued success of the CRYA and all that it represents.

Art Prufer

Model Yacht Clubs Associations and Groups by Lawrie Neish

On the CD I inherited, some years ago now, there is a "look up" file of clubs and their abbreviations, contained in the CRYA data base. The file is listed here. I have removed the USA based clubs as they belong to another national authority.

Some of the listed organisations are "big" boat clubs presumably with members who are also perhaps sailing radio

controlled yachts. I also know that some of the clubs, such as Vancouver Model Yacht Club, no longer exist and have not for some time. Some of the "big boat" clubs interests in model yachts may have faded away or just plain died.

Clubs, at present, have no standing in the CRYA, but with the Association not providing insurance to members and clubs organising events I think it is time to consider recognising clubs as such.

I would be grateful if members who are, or were,

members of any group in the list would contact me with information on any of the listed organisations - whether dead, suffering a lingering death, or alive!

As our insurance covers only sailing yachts - it does not cover activities involving hydroplanes and other mis-guided missiles - I am interested in knowing the make up of the club in this respect.

I may be contacted at my listed email address etc.

Lawrie

Barrie Marine Modellers	Barrie	Ottawa Area Model Yacht Club	Ottawa
Bluewater Model Yacht Club	Sarnia	Ottawa Remote Control (Yacht) Club	Ottawa
Burnaby Association of Marine Modellers	Burnaby	Pointe Claire Yacht Club	Pointe Claire
Burnaby Lake Burnaby	Burnaby	Quinte Model Yacht Club	Belleville
Calgary Model Sailing Club	Calgary	RC Laser Fleet 17	Nanaimo
Cape Breton RC Sailors	Sydney	Royal Canadian Yacht Club	Toronto
Confederation Marine Modellers	Burlington	Royal Vancouver Yacht Club	Vancouver
Golden Triangle Marine Modellers	Kitchener	Saltspring Island Sailing Club	Saltspring Island
Guelph Community Boating Club	Guelph	Silver Islet Yacht Club	Thunder Bay
Halifax Area Model Yacht Club	Halifax - Dartmouth	South Shore Ship Modellers Guild	Lunenburg
Hornby Radio Sailing Club	Hornby Island	Sydney North Saanich Yacht Club	North Saanich
Hudson Yacht Club	Hudson	Thames Valley Model Boat Club	London
Island District IOM Fleet	Sydney	Toronto Hydroplane & Sailing Club	Toronto
Kamloops Modellers Boat Club	Kamloops	Upper Canada Model Yacht Club	Toronto
Kingston Yacht Club Radio Fleet	Kingston	Vancouver Model Yacht Club	Vancouver
Lakeshore Model Yacht Club	Etobicoke	Victoria Model Shipbuilding Society	Victoria
Maritime Ship Modellers Guild	Halifax	Welland Model Sailing Club	Welland
Metro Marine Modellers	Toronto	West Island Ship Modellers	Montreal - West Island
Mid Vancouver Island Marine Modellers	Nanaimo	Western Coast Model Yacht Association	British Columbia
Mississauga Sailing Club	Mississauga	Western Newfoundland Radio Control Modellers	St. John's
Montreal Model Yacht Club	Montreal	Whitby Yacht Club	Whitby
National Yacht Club	Toronto	Windsor Model Yacht Club	Windsor
Niagara Model Yacht Club	Niagara Falls	Woodstock Model Sailing Club	Woodstock
Okanagan Model Sailboat Association	Kelowna	York Region Marine Modellers	Newmarket

Western Region Report

By Lawrie Neish

A major occurrence in the West region has been rain. After a summer of skies without a cloud to be seen we have all been pleased to see ponds and lakes filling up again. This may not last as when this is being written the temperature is down and the forecast has a mention of a possibility of snow.

The last major event which involved some of us from the Coast involved a trip through the mountains to the flat land beyond. The Calgary IOM fleet put on a very good IOM event at Glenmore for the Prairie Region Championship. This was a two day event with the measuring of the latest new sails and boat checks on the Friday evening. One thing that was very noticeable was the standard of boats and racing has been raised several notches over this past year and the hot visitors were being pressed to keep their points total down.

The club hosted a great barbecue at Glenmore Sailing Club with Andrew demonstrating his skill at the barbecue and Cindy working wonders with the rest of the meal. Altogether a great regatta and we look forward to when Calgary can host an IOM Nationals. Much is owed to Andrew's perseverance.

Back on the low ground on the coast and across the Strait the Long Lake, Nanaimo crew continue their series on the grounds of Inn on the Lake with occasional visits from lost souls from Victoria, Saltspring and Hornby Islands. Sailing at these

other locations continues with an ear to weather forecasts. Victoria has been doing some missionary work at the Royal Victoria Yacht Club. I hope we will have a report on this in the next newsletter.

Building of IOMs continues in most locations which is one of the features of the racing fleet here. I think it quite possible we have one of the highest percentage of owner built boats in any fleet here on the Coast and in Calgary. We have a notable one on Saltspring Island where Martin Herbert is mentoring a builder who is guaranteed to lower the average age of the Island

skippers with a bump. Look forward to a report from Martin on this in the next issue.

Over in the Lower Mainland the Burnaby Association of Marine Modellers is the focal point of a building Dragon Force fleet. Their sailing site is at Steveston on one of the arms of the Fraser River delta. The site is very good and the location provides the choice of two venues, three if you count the river side of the long float. It is likely that it can provide an answer for the IOMs in the Vancouver area as well.



I have another Zoom building in my shop, and this young man might just tip the average age of the fleet in a younger direction. Hopefully he will be contacting the CRYA soon for a sail number. This week he is putting in the servo mounts and while he is waiting for glue to dry he has already built a sail box and boat stand. Looks like he wants to build his own sails as well.... Martin Herbert

Maritimes Region Report - not submitted

Ontario Region Report - not submitted

Victoria Regatta Report - not submitted

Quebec Region Report

George Robertson - Regional Director



HYC's Soling 1m Fleet Championship participants- Ian Peck, Ken Walker, Ed Cowell (winner) and George Robertson

Another successful Soling 1m sailing season.

Again this year, R/C racing was concentrated at the Hudson Yacht Club with 13 skippers competing in the Soling 1m class.

We added one new member this year and expect to have two more for the 2016 season. During the period from early May to the end of Sept., we ran 206 individual races...6 per day...two days a week.



HYC's Soling 1m Club Director's Challenge - not a bad start for sailors new to R/C sailing.

The schedule was broken into 6 series...Spring, Summer A,B,C and D, and Fall. In addition, we hosted 2 Regional one day Regattas with Skippers joining us from Kingston, Ottawa and the Montreal Lakeshore Soling 1m fleets. As Usual, the visitors took home most of the prizes!



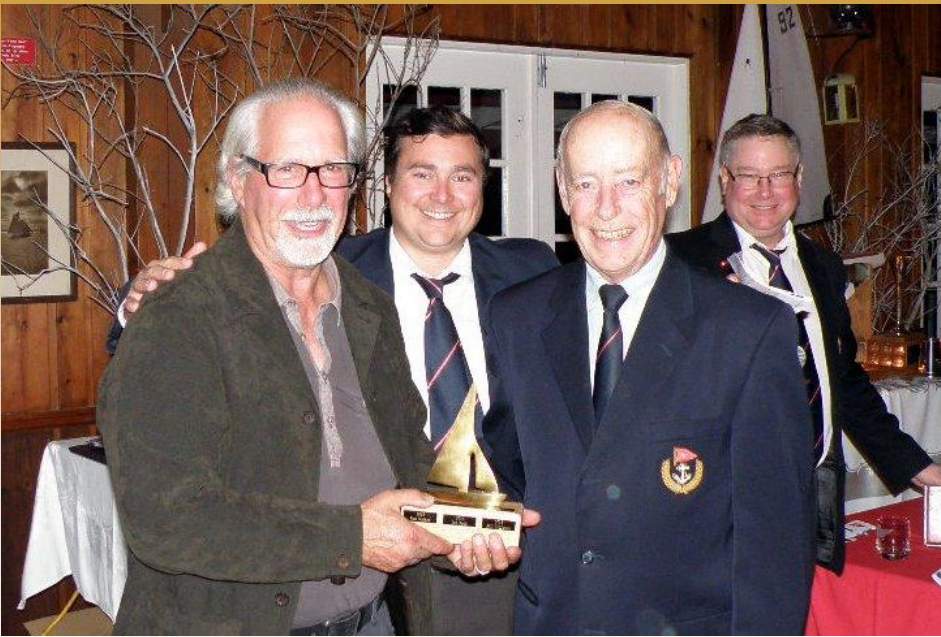
Ed Cowell, Soling 1m 2015 Fleet Champion picks up his award from George Robertson, HYC's Soling 1m Fleet Capt.

In mid-summer, we held the annual HYC Director's Challenge. Members of the Board are invited to try their hand at sailing R/C (most are big boat sailors)



HYC's Director of Senior Sailing, Kevin Thompson, shows-off his award for winning the Soling 1m Director's Challenge (He now has two of the smallest and cheapest sailing trophies in the world)

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Bill Golfman, Most Improved Soling 1m Skipper receives the Bud Cluett Memorial Trophy from Kevin Thompson, HYC's Senior Sailing Director

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Skippers lend their boats and act as coaches. We managed to get in 6 short races without damage to the fleet. The wind and weather were just right and it was great fun for everyone involved with beer and wine available following the racing. This year's winner was Kevin

Thompson, our Director of Senior Sailing. He was awarded the world's smallest (and cheapest) sailing trophy. Kevin now has two of the beauties, having won the event in 2013.

In late Sept., we held the Soling 1m Fleet Championship racing between the top scoring skippers from the four Summer series- Ian



HYC's Soling 1m Labour Day Open Regatta winners - 2nd Graeme Welch - Lakeshore, 1st Paul Switzer - Kingston, 3rd George Robertson - Hudson



Winners of the HYC Soling 1m Summer Open Regatta. 1st Paul Switzer - Kingston, 2nd Bill Croft - Ottawa, 3rd John Lowther - Kingston

Peck, Ken Walker, George Robertson and Ed Cowell. 6 races, no drops. Tough competition. When the scores were added up, Ed and George were tied with Ed Cowell winning, having scored one more 1st. Well done Ed.



HYC's Soling 1m Fleet Championship - Starting line action

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Quebec Region Report

(continued)



HYC's Soling 1m Director's Challenge - action on the T-Pier with new skippers and coaches.



Some of HYC's Soling 1m fleet heading for the windward mark.

At the Club's Sailor's Awards Dinner in October, our Soling 1m skippers received many awards for their summer's efforts. They included Ed Cowell, George Robertson, Ken Walker, Ian Peck, Jack Bannon and Bill Golfman.

Bill Golfman, who joined the fleet this spring, also received the Bud Cluett Memorial Trophy for the Most Improved Soling 1m Sailor.

That's it for now. We'll be back in the water come May...have a good winter everyone.

Prairie Region Report

Andrew Baak - Regional Director

Good afternoon sailors,

Here is my annual Prairie Director and Calgary Model Sailing Association (CMSA) sailing year in review for the 2015 season:

The 2015 sailing season saw an increase in active boats with the quality of racing improving especially as the year progressed. This makes every day out fun but challenging with everyone having the chance to win any race so sailing consistently, staying out of trouble by avoiding contact was a must.

The CMSA objective has always been to increase the participation of area sailors who may already have boats as well attract new participants. As Prairie Director I have made contact with interested RC sailors from Strathmore just east of Calgary as well one sailor from Edmonton.

CMSA followed the same format as 2014 by holding fun informal sailing days scheduled on Tuesday and Friday nights and Sunday afternoons on the Glenmore reservoir. With up to two Sundays reserved for a scheduled formal scoring event they call the Peanut Butter Cup (PBC). 7 PBC's were run with the best turnout being 11 boats. The idea of only scoring a few races a month allowed for those with other commitments to schedule their time around these key days, these started in May and completing in October. Total of 7 days with 2 day throw-outs for a 5 day series scored, this allowed sailors to miss a day or two due to other commitments or holidays. 3 boats made it to all six days.

CMSA ran a fun day where racers and non racers could participate together with the goal of fostering a connection between the



Colin A's first sail with his Mary J Ward, in High River AB. What a beautiful day to sail such a great looking boat.

two groups. The idea was to round marks, receive playing cards and then see who had the best poker hand. Chocolate coins were the prize after each stoppage, the youngest participant was 8 and he sure liked the chocolate.

Last year's new sailing location was used again with much success on Tuesday night sailing starting once the ice came off the pond mid April until the weeds got too long the middle of June. This location was excellent since permanent summer marks were permitted to be placed.

I am pleased to let you know that mid October the IOM Class Secretary confirmed that Calgary's request to host a ranking event has been granted so on

September 23-25, 2016 we will be hosting the second "Prairies Regional IOM Championship". Thank you ALL for your support to achieve this accomplishment. This will defiantly showcase Calgary RC sailing as well Glenmore sailing Club whom we have jointly worked with over the past few years.

October 31 was the last official racing event the "Halloween Howler", 8 boats, 12 races sailed in the latest ever scheduled event in Calgary. This day also saw Adam B sail his new shiny blue Brit Pop, for the first time out Adam sailed very fast and once fine tuning is complete he should be a very tough competition.

As I write this the snow is

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flying and I am sure the Ice is starting to form on the smaller ponds. The local lakes should be frozen solid by the beginning of December, which means the RC ice boats will start having the cob webs dusted off (and a few new ones needs to built)

The current boats that we know of in the Calgary area are; 27 IOM's, 8 Victoria's, 2 Canterbury J's, 3 Dragon Forces 65's and 2 Proboat Ragazza's. Unfortunately not all these boats sail on a regular basis, but if the other classes were to sail more often they could get an event of their own? Or imagine an event displaying all the different classes? This is all possible, we just need to work together, get your ideas to us and an event will be scheduled.

2015 year in review

- Increased number of participants on both informal and formal days
- Successful turnouts on Friday evenings
- 2nd year of New Pond with permanent marks, used on Tuesday fun nights
- New types boats participating in CMSA events; 2 Proboat Ragazza's, 1 Dragon Force 65
- 27 IOM's that are ready to sail including;
 - 4 used ready to sail IOM's purchased from the coast.
- 2 Calgary IOMs sold to sailors from Calgary

- 2 IOM's currently under construction in Calgary to be completed for 2016 season
- Successful 2 day Prairie Regional regatta with 18 IOMs registered with 22 races sailed. 8 sailors from out of town, 2 Calgary sailors were in the top 5.
- CMYA was featured on the RCTV for the second time <https://www.youtube.com/watch?v=3Jv6pQJZG3Y>
- 2 IOM sailors from Calgary attended the Canadian National Championships on the west coast early June.
- Arrival of the first brand new

sailors in Canada

- 2 new Ice Boats were built and raced (total of 7 RC iceboats exist in Calgary)

What we may possibly want to work on this winter as a club

Winter 2015/16; seminar and/or social events, perhaps try for Nov, Dec, Jan, Mar, April possible topics:

- tuning
- racing rules
- racing tactics/strategies
- Boat maintenance (so what's in your tool box)
- Wing night (at a pub)



Hans K's kite sailing in Calgary AB.

- professionally built modern design Brit Pop, designed by Brad Gibson current IOM / Marblehead World Champion.
- First Sail of Adam B's new Blue Meanie was on October 31 for the Halloween Howler and tied for second place. This without much time to tune (well done Adam)
- Calgary currently has the youngest average age of RC

What you may possibly want to work on this winter as individuals

- Build B and C rigs, If we plan on hosting formal events or travel to formal events we need to be prepared, the event will **NOT** be cancelled if it is too windy for your A rig or raining.
- Check rigging to make sure nothing is broken or just to

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make minor upgrades or replace worn out lines.

- Put together a tool box with extra parts, batteries miscellaneous stuff.
- Look at having a spare sail winch and rudder servo
- Build a rig box to hold sails if not in use or during transit, to prevent damage
- Build a boat stand

fit your skill set.

We also want to plan other fun events such as the ones suggested below:

- Friday night sailing, with consideration for trying different locations
- Continue with once/twice a month scored series
- Organize informal events for non racers to attend (poker run)
- Separate the spring/fall

July)

- Possibly plan to car pool travel to events; Beaver Fever regatta Victoria April or Western Canadians first weekend June, 2016 Saltspring Island, Hood River Carnage or 15-18 Hood river Oregon
- Research possible locations for future Sailing events.
- All the events are run by volunteers so if you would like to assist with any event or you have an idea for events please let us know.



Canadian Prairie IOM Regionals—September 2015—Calgary AB.

Going forward 2016

- Top priority for this winter/spring is for us as a group to focus on the 2.5 day Prairie Regional event in September 23-25 2016, with possibility of hosting the IOM Canadians in 2017, If you interested in joining the planning committee let us know, there are quite a few opportunities that will

events

- Schedule two, two day events, one spring and one fall (September Blender) early enough to allow possible sailors to travel from outside of Calgary.
- Plan to attend Prairie Winds regatta held in Brooks AB. (mid

Andrew

If you wish to be removed from the BCC. Email list or if you wish to sell your boat please let me know, we will try to find a new home for it:

<https://www.facebook.com/CalgaryModelSailingAssociation>

Regatta Report - 2015 RG65 Dragon Force Ontario Region Championship

By Michael Steele with photos by Stephen Penny

My English grandmother was an eternal optimist. Whenever faced with adversity, she would come out with a flurry of cheery statements such as "Mustn't grumble, could be worse." Or my personal favourite, "It will be better on the day!"

This is a phrase I repeated often in the week prior as the forecast of rain for this event was ever present. We were all rewarded when Sunday arrived cold and grey but with little chance of rain and, most important, the required ingredients necessary for a successful regatta - boats and wind!

The course was designed to



be compact to allow as many races as possible and, with the patience of Ron Jeroy, in the mark boat, we tried a few variations. A notable feature for me was the downwind gate that worked well and allowed two viable rounding options. It took some work to get the gate set exactly right but the results seemed to prove to be well worth it as it was used with much success throughout the day.

After technical inspections and a skippers meeting, racing got underway at 10 am with 13 boats

gunning for the line. For the folks reading who are fans of all things coincidence - of the 13 boats racing - 3 of them were numbered 13!

Triple bookings sorted, the racing began and it was clear that Michigan's Sean Fidler was here to win. Sean scored bullets' in the first three races and was down at every rounding by locals Christian Pavey and Glen Barrett. By race 7, fellow US skipper Jerry Leonard also put up his first bullet and joined the lead group.

Lunch break saw 10 races in the book with Fidler leading followed by Barrett, Pavey and St. Catherines's Richard Baker.

Racing picked back up at 1 pm and saw the sun come out to warm everyone up a bit and, thankfully the wind continued.

Some interesting shifts in the afternoon really allowed the skippers to gamble one side or the other of the gate and make up some major time. It was fun to see the results of choices made. More than a few races were won by boats that rounded the gate in second and picked up a favourable shift to power them over the line for a bullet.

The afternoon saw some star performances from a number of skippers, most notably Harry



Feaver with Bullets in Race 15 and 20, Richard Baker with a string of 3rd and 4th's and Glen Barrett pinning down a succession of 1st 's and 2nd's.

In all, 21 races were completed just before 3pm. Once the math was done, everyone gathered to hand out the hardware. Taking the Championship soundly was a delighted Sean Fidler. After 3 drops were calculated he managed to amass a mere 22 points. Barrett Finished a solid second with 48 points followed by Michigan's Jerry Leonard at 69 and Christian Pavey with 74.



The 50/50 draw was next and was actually a two draw affair with the first winner able to select the 50/50 proceeds or a set of beautiful Dragon Force sails built

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by our very own George Pollowy. Bruce Silzer was the first lucky winner and selected the sails. Sean Fidler continued his win streak by grabbing the cash (he immediately used the funny coloured money to purchase himself a set of George Pollowy sails as well.)

The lucky draw had every skipper getting a prize and a second chance for everyone to win a Tactic 2.4 radio courtesy of Leading Edge Hobbies. This was won by Paul Charles who joined us from his club in Hamilton.



A big thank you, first and foremost, to all the skippers that came out to make this event so much fun. Also to the Ron Jeroy and Olinda for assisting with RD duties and scoring.



Two Major thumbs up to Stephen Penney for the excellent photos (used in this report) and video coverage coming. It was a pleasure to watch the racing and see the Dragon Force class grow to be so successful. I am looking forward to even more fun with the Dragon Force class in 2016.

Race video is published here:

<https://youtu.be/E0QktRHftd4>

Sailwave Results

Rank	SailNo	HelmName	Total	Nett
1st	13	Sean Fidler	36	22
2nd	24	Glen Barrett	66	48
3rd	88	Gerome Leonard	99	69
4th	48	Christian Pavey	108	74
5th	13X	Richard Baker	116	81
6th	44	Harry Feaver	111	86
7th	10	John McKinney	137	109
8th	42	George Pollowy	147	110
9th	33	Paul Charles	200	163
10th	18	Victor Wong	220	178
11th	8	Rick Levick	216	179
12th	20	Tom Madarasz	230	191
13th	113	Bruce Silzer	234	195

SKIPPER PROFILE - Sean Fidler



Michigan's Sean Fidler has had a memorable 2015. Only a few weeks before his Ontario Regional DF win he captured the Morgan Black EC 12 Championship in Windsor against a very experienced and capable fleet.

Sean: "I sailed RC sailboats as a child and then focused on full size boats. I am also a competitive sailplane pilot. My wife and I heard about the Dragon Force from a friend and bought a few to give them a try. Since, I have dabbled in the IOM, Marblehead and the EC 12 with the Detroit Model Yacht Club. "For the size, the DF sails incredibly well. I am constantly impressed by the boats great sailing characteristics and impressive performance. They are great fun and most importantly, so reasonable as a first boat for new sailors entering the sport. "I like the Dragon Force as we are all sailing the exact same boats, and the result is fun, fair and rewarding racing. The low cost makes growing a club that much easier. As a bonus, the experienced sailors love the DF too! "The Ontario Regional was only my second RC sailing travel regatta and I enjoyed both the venue and the other skippers immensely."

Thank you Sean, congratulations on your win and we hope to be sailing with you and your fellow US skippers at some point in 2016.

An introduction to IOM sailing by Luke Harwood

Growing up in a sailing family I was, of course, thrown in an Optimist as soon as I could walk. Sailing was a weekly family event for many years in a variety of classes from toppers and lasers, all the way up to Dart 18 foot catamarans and asymmetrics such as the 29er.

In 2005 I moved from the UK to Calgary, Alberta. My work is very seasonal, with plenty time off in the winter, but hardly enough time to eat and sleep between work shifts in the summer. Since finding the time to sail was impossible, and Calgary winters reach minus 40 Celsius, my newfound recreational time was spent on the ski hill. While I wouldn't want to change the last 10 winters of riding some of the best snow the Canadian Rockies had to offer, it never satisfied my desire to get back into a boat.

In May this year I was visited by family, and the usual sightseeing tour commenced. Heritage Park, a historical village on the edge of Glenmore reservoir, was one of the highlights. As we were leaving the park, I caught sight out of the corner of my eye a group of 5 or 6 guys stood on the dock each sailing an international one meter. As I was hosting guests there was no time to take a closer look, but a few quick Internet searches lead me to the Calgary Model Sailing Association Facebook page, and the CMYA website.

It turns out the club sails from the same dock any weekend that the water is liquid (about 7 months of the year here in Alberta!) so I changed plans and headed down the following week. My plan was just to hang back and watch for a while, and maybe get an idea of the cost of the boats. Instead, within minutes of being on the dock

a transmitter was thrust into my hands and a countdown began. "The start line is here, go around the yellow mark, then the white one. Two laps, the finish is the same as the start and the rules are



the same as dinghy racing."

That one race was all it took- I had to have one. I reluctantly turned to Colin after the race to hand back the controls. "Well sailed," he said. "Keep going, I'll get another boat from the car."

I stayed all afternoon. Race after race smiling from ear to ear. No one was scoring, it didn't matter. The races were close and short. At the end of the day I was

given contact details and told to come back another time- "There are always spare boats."

Over the next few weeks I discovered there weren't just 5 or 6 of these sailors, the club has nearly 20 boats! I secured a loaner for the season from Andrew Baak and began to learn the art of setting up an IOM.

Since then I've sailed nearly every weekend. I've purchased a second-hand boat from the well known David Cook, who has sold 5 of his designs to the Calgary fleet and is now working on a wooden IOM "Porky Pig 7." I've sailed my first regatta at the annual September blender, finishing a respectable fifth having launched "Porky Pig 5" for the first time just minutes before the first race.

The reason for my article is to sincerely thank all the members at CMSA for making my first season of IOM sailing a memorable one. Particularly Andrew Baak for lending, and repeatedly fixing, a boat for the majority of the season, Colin Silkstone for that first sail that got me hooked, and everyone else for the tips, advice and dockside banter that keep me coming back week after week.

If anyone is in the Calgary area I suggest you come join us. There really is a spare boat almost every week, and if not all of our members will gladly pass the transmitter for you to give it a try.

Luke Harwood
IOM 095
Porky Pig 5

Ottawa Area Model Yacht Club - Second Annual Scale Day

By Paul Williams and Bill Croft

Many days during the summer you will see Mini 12 racing at our pond, but on 7 July 2015 OAMYC held their second annual scale day in Andrew Haydon Park, Ottawa. The weather was perfect with light winds all day, and there was an eclectic collection of twenty five scale and semi scale sail boats including Schooners, Cutters, Yawls and Sloops. The event attracted skippers not just from the Ottawa club, but also from Belleville, Kingston and Montreal.



It is a real pleasure to see so many of these treasures that do not come out of the basement very often! The workmanship on all these models is

an absolute credit to the builders, and we cannot hope to cover all the details, or all the sailboats in this article, but hopefully the readers

will get a feel for the fantastic array of sailing craft that came to this Regatta.

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(right) Peter Sly from the Bay of Quinte Model Shipwrights, brought his Hermaphrodite Brig "Black Pearl" which has square rigged sails on the foremast. It was amazing to see that sails being raised and lowered while the Brig was underway. These sails also rotate. A very detailed article on this boat appeared in the fall 2007 CRYA newsletter.



Biscay. The plans for the model were purchased from Popular Mechanics in the late 50's. Peter first built a static model but then about 30 years ago built Lindsay Rae with a fibreglass hull and wooden deck and detailed it as per the original plans. It has an overall length of 48 7/8" with a beam of 9 1/2" and a waterline length of 26 1/2". Because it does not have a deep keel it is difficult to control in light winds but it sails well and looks really good in a fair breeze.

(above) Peter Sly also sailed a boat based on the Watch Hill 15 class designed by Nat Herreshoff in the 1920's. Peter has been experimenting with aspects of the boat to improve its performance, and expects it will be at least another 6 months before it nears its final form. Here it is shown in its cradle, waiting its turn to sail.

(right) Peter Ade from the Ottawa club brought his fishing smack "Lindsey Rae". The original boat sailed from Concarneau in France and was designed to follow and fish for tuna in the Atlantic and Bay of



We were treated to three very different, but very fine Bristol Channel Pilot Cutters.



(Continued from page 18)

(above) Greg Grant of the Ottawa club sailed his model of Cariad which was built by E. Rowles at Pill, near Bristol, in 1904. Greg has recently built an exquisite row boat which he towed with Cariad.

Greg built his model Bristol Channel Pilot Cutter over the course of two winters, finishing spring 2014. Plans were purchased from Christopher Wynn Brown, Cardiff, Wales. It is built to 1:15 scale; hull is fully planked red cedar on hollowed out plywood frames and covered outside and in with 1.5 oz glass and epoxy. Deck is 5/64" poplar planking over 1/32" ply subdeck. Pine deck beams. Sails are sewn from fine weave light weight cotton, dyed light tan colour, hemmed and bolt roped. Sail marking is Cf (Cardiff Register). The topsail is easily removed when the wind comes up.

Control is by one sail arm servo for all sails: HS 815 BB, and rudder servo: HS 425 BB. Rudder area was increased on the model by about 25% over scale to improve steering response. CARIAD was the last working sail-

powered pilot cutter in the Bristol area by 1922, when powered pilot boats replaced them. Later, CARIAD was privately owned, then fell into disrepair, was restored in 1997 and relaunched in 2006. She presently sails in UK waters. These vessels typically were built to sail well in the harsh conditions of the Bristol Channel, a busy shipping area in the 1800's and early 1900's. Many of these vessels were built for this highly competitive business, but only a few from that period survive today.

(below) Paul Williams (Ottawa club) brought his model of Marguerite which was also built by E. Rowles at Pill, near Bristol, in 1893. The plans were provided by Doug Munro who had purchased them while in Bristol. It is a plank on frame hull. The planks are of basswood which was obtained locally. The 4 feet x 5 inch x 1/4 inch planks were reduced to 1/10 inch thick planks using a table saw which had a fine blade. The deck is 1mm plywood covered with cedar planks. It took one winter to make the hull. The hull was covered with fibre glass mat and varnished. The hull looked so good that Paul did not paint it black to look like the original. Tom Gallant described his love affair with Marguerite in "Wooden Boat" of January 2010.





(below) Paul Wissing (Most recent member of the Ottawa Club) brought his most unusual Dutch Fishing boat. Paul bought this wooden sailboat kit on a trip back home to the Netherlands in 1974, build and finished it 1975 and it sat in his home as a decoration until now. The sailboat is a replica of "The green dragon" (Groene Draeck) a classical yacht still sailed by Crown Princess Beatrix. It was moored in Muiden a fishing village near Paul's home town Weesp NL. He will attempt to modify it to Radio Control over the winter. In mild weather the boat will be outfitted with 2 jibs. We can't wait to see this one sailing.

(next page) John Lowther (Kingston Yacht Club) brought his impressive model of the Bluenose. The technical aspect of the overlapping headsails was a joy to behold. Here is a brief write up on the Model from John himself.

"My schooner "Amy Sue 11' is the

(Continued from page 19)

(above) The third Bristol Pilot Cutter is also modelled on one of the oldest. Kevin Goom from the Montreal club brought along the biggest and heaviest model of the day. Charlotte is a Bristol Channel Pilot Cutter built in 1808, and is the earliest boat of this type for which plans have been found. She was used to ferry pilots to and from tall ships entering and leaving ports such as Bristol, Portishead and Cardiff, and also to transport general cargo between these same ports. Although she has broad hull somewhat resembling a bathtub, she could carry lots of sail making her fast enough to compete for the piloting business. Usual crew was a skipper and a "lad", as well as the pilot in transit. The model is of 1:12 scale, built in 2008, based on a GRP hull and plans supplied by Mike Mayhew of Waverley Models (UK). A supplemental false lead keel was found necessary to supplement the internal ballast in order to keep her upright in a modest blow. At 35lb she is quite a handful to launch and retrieve single handed. Engineering the sheet control system proved

challenging, particularly for the two fore sails. A flying jib and gaff topsail were omitted for the sake of simplicity.

Kevin also brought along a couple of RC ducks, much to every ones amusement.





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second of two schooners I built, the first was an experiment just to see if I could do it. Amy Sue 11 is a Bluenose rigged schooner built on a Mini 12 hull and took about a year to complete, she is operated with four servo's, two arm winches operate the steering and the running backstays and two drum winches operate the two mainsails and the overlapping headsails which took a long time and a lot of thought to work out but the effort was worthwhile as the overlapping headsails work perfectly, I just have

to work out what tack I'm on when sailing, not always an easy task. The schooner was built in memory of my youngest Granddaughter who tragically lost her life in a car accident four years ago, she helped me build the first one so sailing her is very special to me and gives me great pleasure."

(next page) Paul Switzer (Kingston Yacht Club) also sailed a boat with lots of memories. This boat has already been featured in two CRYA newsletters. Winter 2007 and autumn 2010 as the cover photo. Both newsletters can be found on

the CRYA website in the newsletter archives in the information tab. Here is a brief summary from Paul.

"Begun at Christmas 2005 and finished spring 2007. Based on the 24' Viking Class designed in 1937 by C.D. Mower of New York City for racing on Long Island Sound. The original boat, "Odin", was built and launched by my father in 1950 and I believe is still sailing in Cape Breton Island. There is currently a full sized Viking called "Vega" at Britannia Yacht Club (Ottawa) and

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another "Valkyrie" in Newcastle. 36" long, (1.5" = 1' scale), 10.5" beam, 7" draft, weight 11.4 lbs. Odin uses a simple 2 channel system with Futaba S3801 sail winch and Futaba 3003 rudder

servo.

(below) Lou Beaudoin (Ottawa Club) sailed a very attractive schooner Jangelisa 11 which was built on a mini 12 three years ago. His wife Janet made the sails. Last winter Lou added an electric motor and twin propellers (from his scrap



box.) This has been a labour of love, and after many challenges the schooner performed perfectly at the regatta. It was a treat to see the schooner back out of the harbour under its own power!

(below) An unusual yacht "Naiad" was built and sailed by Earl Kelly. (Ottawa club). Again, the workmanship is pristine. This 45 inch boat was designed by Doug Munro and has a cedar strip hull with a basswood strip deck. It is epoxy coated inside and out with a coating of varnish over the epoxy. Displacement is 16.3 lbs. The boat sails extremely well.



There were so many other boats sailing that we cannot include a complete description of them all. Not all boats were perfectly scale but that did not matter, and the variety makes the day very special. Those of us who do not have a scale boat might be thinking of a new project for this winter! It certainly was a very relaxing, fun day of sailing.

Photos courtesy Gary Odin, Bill Croft and Greg Grant.

Dragon Force 65s Invade the West Coast by Al Oliver



The Dragonforce 65 has made a big splash in the Lower Mainland gaining numbers from 3 or 4 boats per race to over a dozen per race at this season's end.

Led by the Burnaby Association of Marine Modeller's (BAMM) President Nigel Ashman, the Dragon Force 65 class has made a big insurgence on the local RC sailing scene here in the Lower Mainland of BC. BAMM has been active in the RC world for 50 some years here in BC with an emphasis on power driven craft but also with a small fleet of sailboats in a wide range of classes. Being an IOM sailor and part of the Vancouver group that hosted the IOM Worlds back in 2003 Nigel knew the potential that existed if a group of committed sailors could be assembled.

Knowing too that the IOM fleet can be a bit intimidating for a novice he went looking for a boat that would be easy for new sailors to buy, build and sail. He settled on the Dragon Force 65 (DF 65) that had those traits plus was an excellent performing boat and perfect for introducing new sailors to racing. BAMM adopted the DF 65 as its class of choice for developing a racing fleet. About six boats were built right away and began sailing on the pond in Central Park, Burnaby. While this is a wonderful venue for RC powerboats, the high

trees that surround the pond make sailing conditions less than perfect in almost any breeze. Consequently, the search began for a better racing site.

Steveston Harbour fit most of the criteria for a good RC racing venue with two different locations to chose from. Both enjoy steady

breeze coming off the Salish Sea, both have great docks for launching and following the boats and both sites are fairly enclosed making boat rescue relatively easy using a rowboat or kayak. London Landing has a great elevated pier as well as a water level dock and is enclosed on three sides.

The up-river end of the sailing course is protected by a weir that completely blocks the river current at medium to low tides. Imperial Landing is close to the Steveston Village and has a long low dock to sail off as well as a promenade from which the public can watch the action, which they love to do. The distance across to Shady Island is wider here which helps to reduce the effects of current. Being at the mouth of the Fraser River the Steveston race sites do offer racers the additional challenge of tidal mixed with river current which just adds another element to consider when planning a strategy for the race course. It is one factor that seems to be different every time we race.



DF65s racing out of the starting gate in an SE wind at Imperial Landing in Steveston.



Rounding the windward mark in a NW breeze at Imperial landing with 2 Solings in the hunt

(Continued from page 23)

In looking back we all owe Nigel a debt of gratitude for selecting the DF 65 and for adopting Steveston Harbour as the racing venue for the new fleet.

Now, less than a year later, we have about 13 DF 65s in the

area. Most have joined BAMB and most race as often as they can. Through the summer and fall of 2015 races were held on the first and third Sunday of each month at 1:00. There are usually six plus boats on the start line. The racing is serious but friendly and all sailors default to that good sportsmanship badge that is the hallmark of sail-

boat racing. Our fleet has a wide range of sailors from long time RC and big boat racers to rank beginners. Of course the more experienced racers are always helpful to the rookies as they try to improve the group's overall competence. This has helped immensely to allow the newcomers to feel welcome and to improve their racing skills. It has been most interesting to watch the huge improvement in the skills of the new sailors over the course of the summer. We are blessed to have Art Prufer in our fleet with his video camera often recording the races from the brim of his cap. It's amazing what one can learn watching a race on video.

All of us engage in promoting the hobby and encouraging sailors to join our fleet. We are quickly developing the skills and infrastructure required to sponsor a formal regatta and sincerely hope to host such an event next season.

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Al Oliver doing some "dry sailing" pre-race training for the 4 boat-length rule at Londons Landing, using 3 DF65s & 1 Explorer.

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In addition to the DF 65 fleet that is the core of the BAMM sailboat fleet we have sailors who sail other classes including IOMs and Solings. Other classes are welcomed to our Sunday races and through the use of separate starts are given the opportunity to have good competitive racing within their class while enjoying the camaraderie of the larger DF 65 fleet. Together we have a great time racing on the West Coast where the water seldom freezes. Expect to hear more from this growing and enthusiastic group of sailors.

Al Oliver

DF 65 # 11, Soling #945



The east dock at Imperial Landing

BAMM website - <http://www.bammrc.com/>

<https://youtu.be/s3iYMnOUUjA>

Sailing video links:

<https://youtu.be/CQjbGOctv7k>

<https://youtu.be/FMQZL6ogfJM>

https://youtu.be/qheG_nioNY



Imperial Landing site in Steveston, BC. 20 minutes from the Tsawwassen ferry terminal.

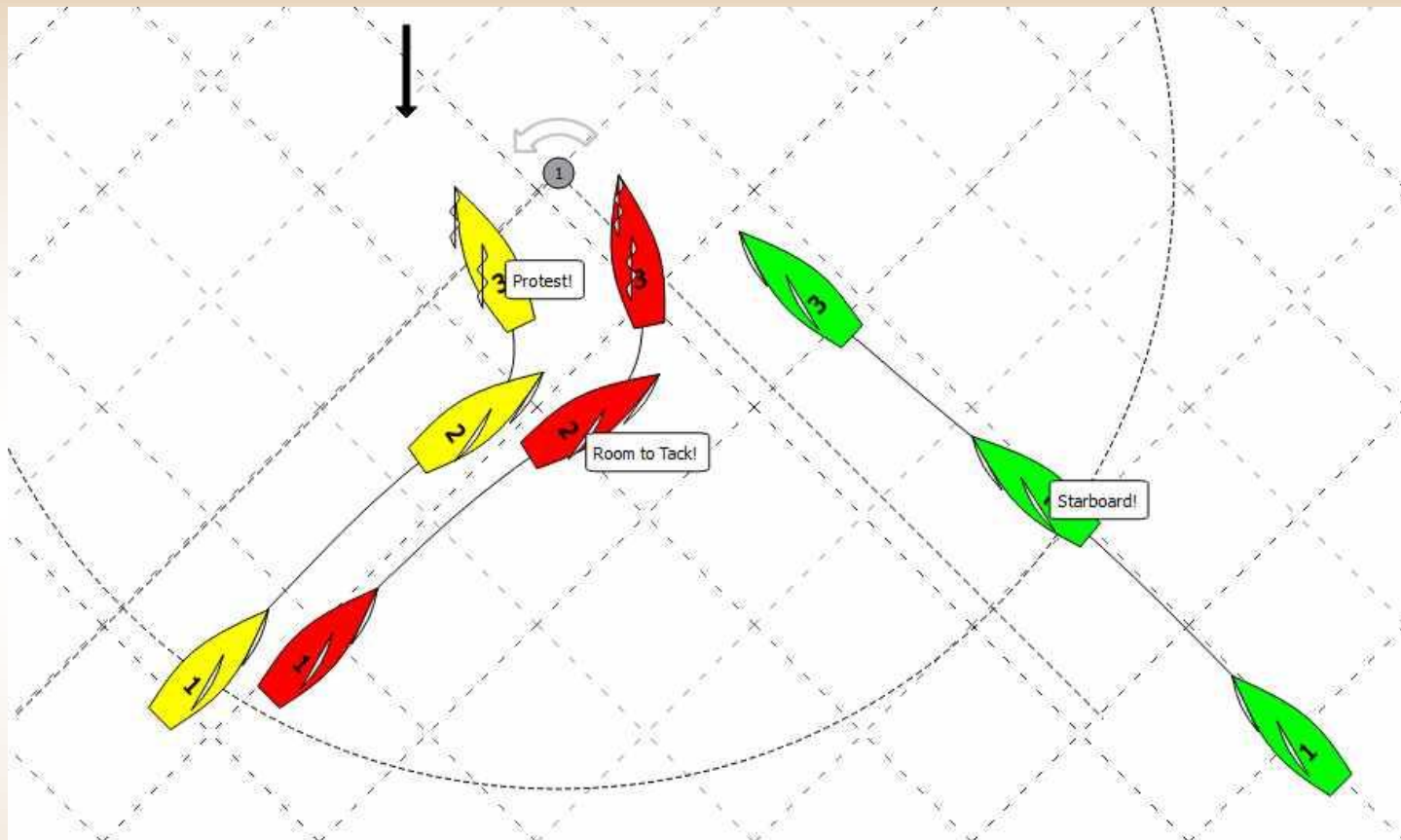
Technical Report

By John Ball —Technical Director

Rules in Conflict with each other.

What happens when there is a question regarding the application of R 18 (Mark Room) vs R 19 (Room at Obstruction) and R 20 (Hailing for room to tack) in the same incident.

There are similar two cases:

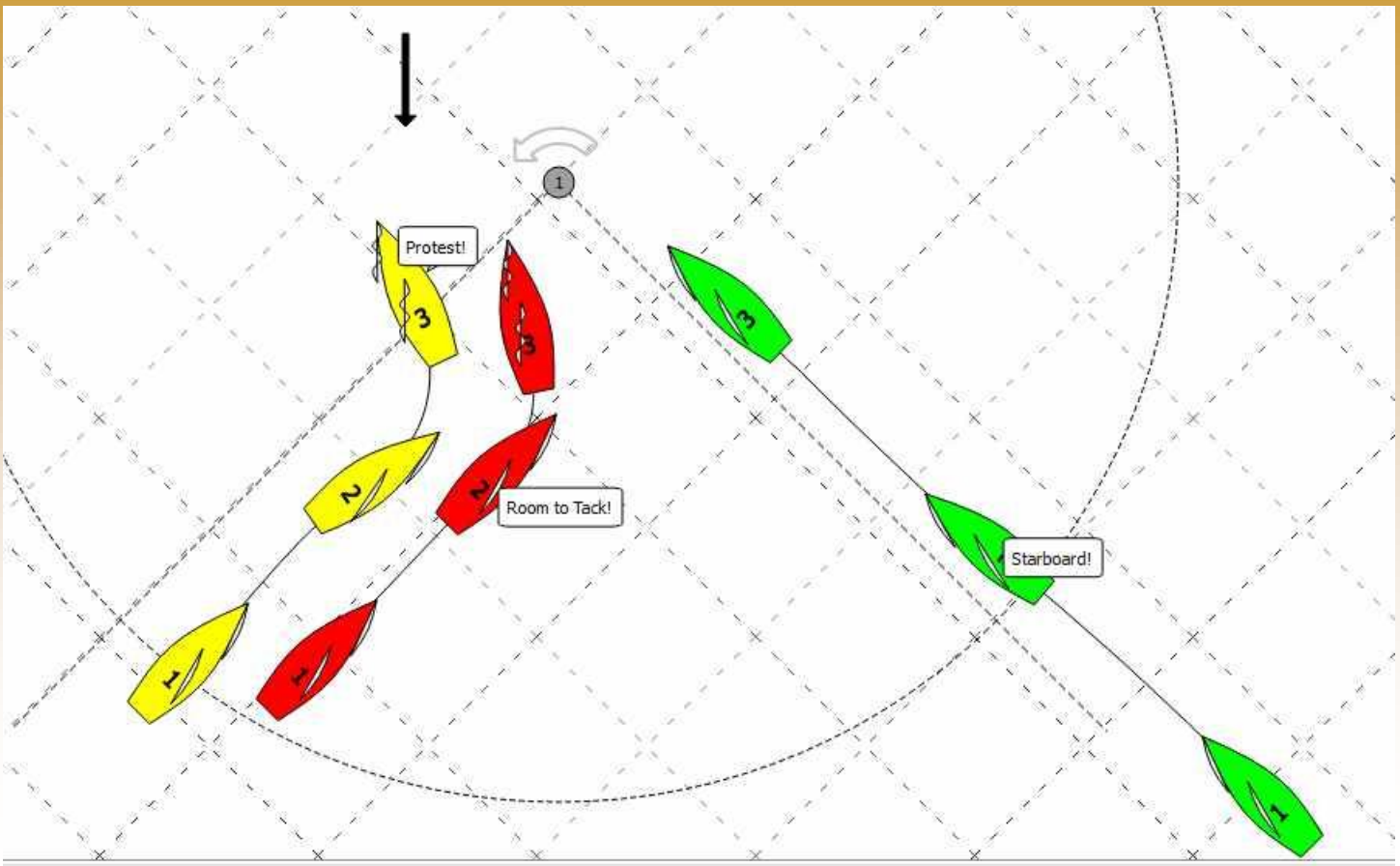


Case 1, Yellow misses the mark, while Red makes the mark.

Facts. Red and Yellow, on Port, approaching the stbd lay line of a windward mark to be rounded to port, are overlapped at the zone, with Yellow, inside and to weather, entitled to mark room under R 18.2.b. Green, on starboard, is laying the mark just above the stbd lay line and hails “Starboard”. At P2, Red hails for “Room to Tack” under R 20, as Green is an obstruction under R 19, and Red has ROW as leeward boat and is allowed to choose which side of the obstruction to pass.

Yellow responds immediately as required by R 20, but is now on the wrong side of the mark, and hails “Protest” to Red. Red tacks promptly after Yellow, but is able to pass the mark on the correct side without breaking R 18.3 relative to Green.

See next page for Case 2



Case 2, both Yellow and Red miss the mark.

Facts are the same as Case 1, except that both Yellow and Red tack short of the mark and pass it on the wrong side.

Question - Does Yellow win her protest against Red as Red failed to provide Mark Room by hailing for room to tack and forcing Yellow to the wrong side of the mark due to the presence of the obstruction, Green? Is there a different answer for Case 1 vs Case 2?

If Yellow tacked voluntarily, then her Mark Room would end, however in this case, she was forced to tack to respond to the hail from Red, so we have to resolve the different obligations created by R 18, R 19 and R 20.

So what do you think? Is Yellow's protest upheld and Red is penalized? Or as there was no contact, is the protest dismissed? Or some other answer?

Spoiler - My answer on the next page.

There was a new item added to R 20 in the current version of the RRS (2013 -2016) to clarify rights and obligations when conflict between R 18, R 19 and R 20 occurs in the zone. That item is R 20.2.e.

R 20.2 Responding . . .

(e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.

Under R 20.2.e, Mark Room (R 18.2.b) for Yellow ended when Red hailed for Room to Tack under R 20 and R 20 demands that Yellow respond - and the only recourse for Yellow is to protest - which she did. So back to our question "Does Yellow win her protest against Red?"

That new rule, R20.2.e turns off R 18.2 Mark Room at Red's hail, so Yellow's protest for Case 2 would be dismissed, as clearly Red tacked as soon as she could after Yellow, and as a result both boats missed the mark.

Case 1 requires a bit more analysis by the Protest Committee - If they found that Red delayed her tack (in order to squeak around the mark), after Yellow responded (by tacking), then the PC could find that Red did not comply with R 20.2.d which requires that Red tack 'as soon as possible' and DSQ Red.

R20.2.(d) When the hailed boat responds, the hailing boat shall tack as soon as possible.

(Ed Note: You can [visit this forum](#) for more discussions or to ask questions about the RRoS)

The last word - no words needed



Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:		Or New Member:		Date:	
Member #:					
Name:					
Address:					
City:		Province:		Postal Code:	
Telephone:				Email:	
Newsletter Delivery Options Select one.	Digital Colour Edition via Email:		Black and White Paper Edition via Postal Mail:		
CRYA Member #					
Club Name:					
Annual Dues:	\$		\$15.00		
Yacht 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#	

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