

# Canadian Radio Yachting

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

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

## Canadian Radio Yachting Newsletter

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

Our preference is that all material 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:

More great pictures of sailing sites, this time from BC and Saltspring Island Sailing Club where the IOM Western Canadians are being held off the breakwater.

## 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—CRYA President

This past quarter has proven somewhat of a struggle for me and I seem to have spent most of my time in one hospital, or another. I did not think it was a big deal but apparently Aileen and the family thought otherwise. The root causes being problems from a long delayed operation on my spine and a blood infection. I can report that the doctors and nurses were wonderful but the food lousy. Why hospitals on Vancouver Island should have their food service contracted to and produced by a firm in Calgary some thousand kilometres away is beyond my mental capability (and my digestive system). Perhaps it is designed to discourage prolonged stays.

My problems could not have occurred at a worse time, coinciding with the big thaw in most of Canada to the east of the Rockies and the sudden rush of membership renewals and boat registrations. Dealing with these, I am sorry to say, ground to a halt and I am only just beginning to get moving on again. It will take some time before the back log is dealt with and I ask for patience.

## Database

Out of date information is gradually being corrected. In this respect member's email addresses have been the greatest nuisance with around 15% of current member addresses being out of date or with errors resulting in much frustration with

bounced emails.

The boat register contains problems which often are not apparent at first glance. These problems in some cases amount to 15 to 20% of boats in a particular class and often result in prolonged email exchanges with members. Much time is spent identifying individual boats. This is aggravated by in some cases with two boats having the same number, one not being registered and having started out as USA registered boat. I point out that AMYA registration numbers are not valid in Canada unless the boat is owned by a US citizen. If you are a Canadian citizen and winter and sail in the southern States your boat is required to be registered with the CRYA.

## Boat Registration Numbers

These in the past have been issued with a fine disregard to class rules. Often these have been given to match the registrant's CRYA member number, or because of a fixation with a particular number, or because the boat has an AMYA number etc.

Basically all the international classes require that the hull registration numbers be issued sequentially and be unique.

I am told by the AMYA class secretaries I have contacted that they "tell" snowbirds to register their boats with the CRYA.

To correct the situation, hull

registration numbers are being issued to fill gaps and empty numbers in all classes starting with the lowest number. This will not correct the present situation unless there is an explosion of interest in many of the classes presently recognized but it is a start.

## Financial

To the extent of my knowledge, in the past the Association's funds have been kept in a chequing account. Over the past three years this has generated around \$1.50 in interest each year. We have transferred the bulk of the Association's funds into short term redeemable investments. The interest on these will not allow us to dispense with dues, but will add to our woes in wondering what to do for members benefit with our funds. In our last news letter our current financial situation was outlined and members were asked for suggestions for what the Association could do with its annual surplus for member's benefit. There was little response. Please think about it.

## Insurance

The Association's insurance coverage has been taken up mainly by clubs in the west and so far one in the East. The insurance is a substantial benefit for members in addition to liability coverage to meet municipal demands. I could be a significant saving by individual clubs and I suggest if your club has not thought about it, then perhaps it should. I may be contacted about its details by the usual routes.

Please visit our new website

Lots of info & tips

**[www.spidersails.com](http://www.spidersails.com)**

Sails for Soling One Meter

**Spider Sails.** Hudson QC. Tel 450 458 0152



## Boat Registration

By Lawrie Neish

### Boat Registration

We have some trouble when issuing hull registration numbers for boats in that in recent years class rules have been largely ignored and registration numbers have been in effect issued at random. In some instances numbers have been issued to match the owner's CRYA membership number and in other cases to satisfy an apparent whim. There are gaps in all class registers

In order to begin to resolve the problem the following guidelines are used when a boat is registered.

- The lowest empty number is used.
- Duplicate numbers will not be issued.
- A number will not be re-issued. When a boat dies, the number dies with it.
- If a boat is transferred into Canada from another jurisdiction it has to be re-registered. Its existing registration number will only be assigned if the boat's hull existing registration number is vacant and less than the total number of boats registered in the class.

In the "distant" past the CRYA issued a "sticker" with the registration number of the hull. We now ask that the hull registration number be printed legibly on an accessible portion of the hull interior. This may be done with permanent marker and could be clear epoxied over. International classes have class rule concerning identification which must be followed.

### Sail Numbers

A boat's sail number is the last two digits of its hull registration number. See the Racing Rules of Sailing. Owners who wish to have a personal sail number may apply to the Registrar. See the last newsletter for details

## Prairie Report

By Andrew Baak Regional Director

Well what a long winter we have had in the Prairie Region but it has also been a very fun one.

I will start with the winter Ice boat challenge;

Six Calgary sailors put together some ice boats and raced on Ghost Lake 30 min west of Calgary on many occasions. The boats were all different but did conform to the International Radio Controlled Surface Sailing Association (IRCSSA) development class. Five were class 2: 1.00M (39.37") 1.50M (59.06") 0.75M (29.53") and one to class 3: 1.50M (59.06") 2.00M (78.74") 1.00M (39.37"). Of these six one was a Stealth S2 kit from "Model Land Yachts" and the rest were home made.

The home made ones were quite innovative and resourceful utilizing, aluminum tent poles, carbon ski poles, PVC pipes, custom cut stainless steel blades, and modified figure skate blades. Electronics were mostly the servos and radios from their regular RC sailboats. As for the sails, wow was there some great ideas, soft sails, wings, and hybrid: half wing, half soft sail, bendy masts, stiff masts, bungee cord or spring loaded shrouds.

It ended up all had great speed (top speed verified by GPS was 35.7km/h), the difference between winning and losing came down to the following; who could keep their boats on the blades, who had built strong to prevent breakages (a couple shrouds snapped, they were made of 80lb stainless steel downrigger cable) and who could keep them moving through the tacks.

*(Continued on page 6)*





Weight really was a plus not the negative we all relate to our regular boats. I think it can be said that all participants enjoyed this activity and hope that it will grow in numbers in the years to follow. *\*If anyone wants to build one and would like to get some information please get in touch with us through the group links below\**

On the new boat front:

There are two IOM's currently under construction with the hope they will make it out early in the 2014 sailing season.

Additionally there are the following rumours of activity which is very intriguing, hopefully with a build report possible for future articles;

a custom, canting keel, water ballasted, winged rotating mast, fully chined, foiling 9-10' mono hull with the goal of talking line honour and hopefully course record for the "Great

Ocean Race", this race is billed as THE " MOST CHALLENGING RADIO-CONTROLLED SAILBOAT RACE ON THE PLANET. THIS 3 NAUTICAL MILE CIRCUMNAVIGATION OF BEAUTIFUL PROTECTION ISLAND IN NANAIMO B.C.

A few are discussing building foiling trimarans?

Next winters Ice boats

The Calgary group has started to focus on planning a 2 day IOM event in September 2014, where the hope is to attract some out of town participation.

Calgary's group's other priority has been to come up with ways to increase participation in the 2014 sailing season. So it was decided to schedule a formal event once a month, this so people with their busy schedules will know when the majority of sailors will show up.

The Prairie region is full of lots of

ponds, lakes, big and small with some of the windiest locations in North America. With this I know there are RC sailors in all regions and my hope is to one day hear from them and visit their pond or Lake, whether this is to just have a fun sail or to race. So if you know of some RC sailing enthusiasts in Alberta, or plan on visiting or even moving to Alberta please contact me though my email on the CRYA web site or look up the Calgary group up at following sites.

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

<http://groups.yahoo.com/neo> and search for CalgaryModelSailingAssociation

Charge those Batteries and hope you all have a great summer sailing season.





## Quebec Report

By George Robertson Regional Director

The Hudson Yacht Club's Soling 1m fleet is still the major player in R/C sailing in the Quebec Region. We have a full schedule of racing under way from May to Sept and are planning to hold a mid-summer regatta on July 20th as well as our annual Labour Day Regatta on Sunday Aug 31st. NORs and Entry Forms will be posted on the CRYA site as soon as details are finalized

We have some sad news to report. One of our Soling 1m group's founding members has passed away. Bud Cluett died on Jan 31, 2014 at the age of 83.

He had been an active member since 2002 and had built a number of Soling 1m boats. He'd sail one..sell it and build

another again and again. I've had two of Bud's boats.

Bud's last race was our Fleet Championship last fall. He came in second sailing his new boat # 180

While highly competitive, Bud never took himself too seriously. His full size sailboats included a GP 14, Tanzer 22 and the amazing J 29 "Hot Tub".

Bud flew for TCA and Air Canada.

When he was not flying around the world, he also managed to involve himself in curling and R/C model planes as well as bringing up his family with his wife Vivian. They were both from Cape Breton and were high school sweethearts.

Two weeks after his last race, they were visiting down home for Thanksgiving when he suffered a severe stroke.

On April 13th, hundreds of Bud's family and friends gathered for a memorial service in Hudson. It would have been his 84th birthday. R.I.P Bud. You earned it.



Bud Cluett's #180 in action in Hudson Quebec



# Ontario Report

By Rob Meakins Regional Director

It's April and winter has finally pulled anchor and set sail out of Ontario. While they're still spring skiing in Collingwood, on plenty of snow, the regatta schedules have begun at some local clubs.

Plans are underway for a return of the Victoria Class Ontario Championships (August) and Soling 1 Meter Canadian Championships (June 21,22) both in Toronto Hosted by Metro Marine Modellers.

The local numbers have soared in these two classes as of late so there sure to be two great regattas to attend. IOM Canadians are back in Kingston in September, very exciting racing as a competitor or spectator. Also to note, for those US 1 Meter skippers around Ontario and beyond, the US 1 Meter National Championships are being hosted by the Buffalo Model Yacht Club, just across the bridge(s). Take advantage of this local venue, Muir Lake is a fun pond to sail on. I'm sure there are many more events taking place and hopefully we'll have great sailing weather.

Enjoy the summer sunshine and warm breezes while they last!



Hans Konig's beautiful ice and land-sailor submitted by Andrew Baak. The Prairie sailors made the best of the winter conditions by racing Ice Boats.





## Soling Class Report

By Paul Switzer—Class Secretary

Spring is sort of here in Kingston as I write this on April 22. There are still ice flows drifting around the St Lawrence River and we experience the odd below freezing night. Our first +20C day was yesterday so it is gradually warming up. Spring never happens quickly enough for me. The Kingston Yacht Club launch day is scheduled for April 26 after which we will have docks in the water providing access for RC sailing. The KYC harbourmaster was spotted on April 21 with an ice hook towing ice flows out of the yacht basin so we seem to be ready for "boats to the water". The first Soling racing is scheduled for May 7 weather permitting. Surely your seasons will be well underway when you read this in June.

I hope you all know by the time this is published that the Soling Canadian Championship will be hosted by the Metro Marine Modellers at Humber Pond in Toronto on June 21 – 22 with measurement and registration on Friday 20<sup>th</sup> and racing Saturday and Sunday. Entries close June 7 or when 30 entries have been received. I contacted the fleets I know of directly when the forms became available but there may still be time to enter in early June if it is not full and you contact Steve Penney, the Race Director. Check the CRYA website and the link to the MMM website for the entry forms and latest news. This will be a great event held on an excellent pond specifically built years ago for model boats.

## EC-12 Report

By Jim Goddard

The EC-12 is one of the larger and most active classes in the United States with an active and growing presence in New Zealand and Australia. In Canada we have a small but growing fleet in Halifax, NS and an active group in Windsor, ON.

The EC12 is a one-design radio controlled yacht about 59 inches in length, a mast standing 72 inches above the deck, supporting about 1300

The City of Toronto had vision years ago and as a result the whole waterfront from Toronto to Hamilton is a series of parks with excellent trails. If you bring a bicycle I guarantee you will enjoy the experience. It is about 16k from the pond in Humber Park East to the Snug Harbour Seafood Bar and Grill in Port Credit right where the Credit River empties into Lake Ontario. I highly recommend it if you plan to spend some additional time in Toronto.

Once again this summer the Stowe Yacht Club will be hosting the CanAm Challenge Cup regatta August 2 – 3 at the pond on the grounds of the Commodore's Inn in Stowe VT. The NOR and Entry form are available at the Stowe Yacht Club website <http://stoweyachtclub.com/>. This is a fun event and the Canadian Team is still looking for its first win so tune up your boat and come help out.

I am planning to attend both events so I hope to see you there.

The Soling USA National Championship Regatta will be held as the first event of Chicago Race Week September 12 – 14. Following the Soling event, the NCRs for Santa Barbara, J Class and EC 12 will run sequentially ending September 20. NORs and online registration are available online at the AMYA website, [www.theamya.org](http://www.theamya.org). It might be fun to compete and then stay around to watch some of these larger classes.

Now and then I get news of Canadian snowbirds racing in the

square inches of sail and weighing around 24 pounds.

With a full keel and integrated rudder, weed interference is minimal and the handling characteristics remind you of larger boats.

The class has a World Championship of sorts with the Morgan Black Regatta. Word is that Canada may host this event in 2015.

You can read more about the class at [www.ec12.org](http://www.ec12.org) and if you are interested please join us at the pond to check it out.

sunny south during the winter months. The following is an article from the Kingston Yacht Club "Knotmeter" newsletter in mid March.

### John Lowther Wins Winter Classic Frostbite Regatta

John Lowther of KYC won the Charleston Model Yacht Club four day Winter Classic Frostbite regatta, with finishes of 1<sup>st</sup>, 2<sup>nd</sup>, 3rd and 4th over the four days, the regatta was sailed in very light shifty winds at James Island County Park in Charleston South Carolina. There were a total of 18 One Meter Solings in the competition. Way to go John!

I encourage you to recognize sailors in your local fleets either with a CRYA Sailor of the Year nomination or by writing a brief profile article for this newsletter. There are so many interesting people participating in this hobby many of whom have interests and skills in other areas and we seldom get to know about them when we get together at racing events where the conversation is usually about the racing. You know the folks in your local fleet so why not celebrate them?

Once again this year, membership in the CRYA including this great newsletter are available for only \$15 a year. I urge you to encourage RC sailors in your fleet who may not be CRYA members to join and enjoy the newsletter and website. You can contact me about Soling 1M matters through the Contacts section on the CRYA website or write me at 2510 Conning Drive, Kingston, ON, K7L 0C2.





# IOM Class Report

By John Ball —Class Secretary

Since my last report, the International IOM Class Association (IOMICA) has confirmed the selection of the USA for the 2015 IOM World Championship. Now the hard work begins. This is a major undertaking for US IOM fleet and will rely heavily on volunteers to help make it all happen. I'm sure there will be some Canadian volunteers assisting too.

The first Canadian Ranking event of this season, Beaver Fever was very successful and is there is a regatta report in this issue. The Canadian IOM Ranking was updated, following the event, and may be found on the Racing Results page of the CRYA.ca web site.

The next big ranking event is the US IOM Nationals at Foster City, near San Francisco in May (planned site for next year's Worlds - so a major shakedown opportunity). So far, I see four Canadians registered for the US Nationals event, Peter Van Rossem from Ontario, and Graham Herbert, Julian Laffin and Peter Stevens from BC. There is still time and room for more entries - but be quick. The NOR for the regatta and the link for entering may be found at

<https://sites.google.com/site/iomusevents2013/regattas/usanationals>

And then we have the Canadian Western Regional IOM Championship Regatta, on Salt Spring Island in early June. There are several ways to access the NOR and to enter online, either through the US IOM web site <https://sites.google.com/site/iomusevents2013/regattas/western-canadians>

or the CRYA web site

<http://crya.ca/international-one-metre-class-western-canadian-championship-regatta/>

Fill in the entry form and click "submit", then click on the Paypal "Pay Now" button and you are done! It is easy and fast.

I have disappointing news that there appears to be insufficient support to hold an Eastern Regional IOM (ranking event) regatta this year. I hope that a group can come forward to host this event and ask you to contact me asap if there is any interest.

The NOR for the Canadian IOM Nationals, scheduled for Kingston in the fall, should be available shortly and I will have it published on the CRYA web site. It should be found elsewhere in this newsletter issue too.

The latest issue of the Seattle IOM Quarterly newsletter is a great read.

While it is mainly IOM focused, there are interesting items for all sailors. It is available at [http://issuu.com/gbgeorgiadis/docs/seattle\\_iom\\_update\\_mar\\_2014\\_email\\_](http://issuu.com/gbgeorgiadis/docs/seattle_iom_update_mar_2014_email_)

This issue features a report from the San Diego February IOM Ranking regatta, plus interviews with the Croatians about their boats and organizational approach to racing. It also includes an item on the Racing Rules of Sailing, regarding various aspects of HAILING. Topics include hailing for "Room to tack", hailing for Mark Room, hails while overtaking, hailing Protest and much more!

IOM Class growth continues to be strong in Canada and I have issued 9 new registration certificates since the start of 2014. So far I have received very positive feedback on the new process for registering boats through the CRYA web site. Once you submit your request online and pay the registration fee (through Paypal), I get an email with your new boat details. I am able to generate your new Registration Certificate and save it as a PDF. Then I send you an email with your Registration Certificate PDF attached. You print off the certificate yourself, and it's done! Turnaround is very fast; usually you should get your certificate by next day.



Beaver Fever Action— Report in this Newsletter



# Rules Report

By John Ball –Technical Director

## Does R10 (Port/Stbd) apply when R 18 (Mark Room) applies at a Downwind mark?

I saw this question recently and it has some important messages about how the rules apply and in turn are based on how the rule book is constructed.

Does Port/Starboard apply i.e. Rule 10 apply when Rule 18 applies is a question that seems to come up quite regularly at club level sailing and last Sunday was just such an occasion.

**The Scenario** - Two boats on a *RUN* approach a leeward mark for a *STARBOARD ROUNDING*. At four boat lengths the inside boat on Port, enters the *ZONE*, and calls for water. The outside overlapped boat calls *STARBOARD* and adds the call *NO WATER*.

So does the *STARBOARD CALL* have any validity? i.e. Does Rule 10 still apply ?

Clearly the *PORT* tack boat will have to Gybe in order to round the mark at some stage but until then is he at the mercy hands of the *STARBOARD* boat? And can he, as the *INSIDE BOAT*, take his mark room.

Well What do you think?

### My Answer.

The Rule book is divided into several parts. For us, the main area for racing is labeled **Part 2 –When boats meet**. Part 2 is further broken down into 4 sections, labeled A through D.

**Section A covers Right of Way** and includes R10 through 13.

**Section B covers General Limitations** and includes R 14 through 17.

**Section C covers Marks and Obstructions** including R 18 through 21, and

**Section D covers Other rules** R 22 through 24.

To answer the original question, note that R 18 is in Section C and R 10 is in section A. The **Preamble for Part 2** of the Rules says

*A boat has right of way over another boat when the other boat is required to keep clear of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

Note that the preamble does NOT say that any rule gets 'turned off'. It says 'limit the actions'. So R 18 does NOT turn off the rules of Section A, and R 10 applies as well as R 18.

Mark Room (R18) is not a ROW rule as it is in Section C. The ROW rules are in Section A. So the boat with ROW, still has ROW, but may be limited by other rules of Sections B,C and D. Mark room does not confer ROW, it just means that another boat, including a ROW boat has to give you mark room.

So once Mark room is established - ie as soon as the bow of the first boat touches the zone, then the boat with mark room is allowed to sail their proper course according to the definition of Mark Room.

As this is a downwind mark, the inside Port boat with mark room is entitled only to enough room to round the mark, and that includes room to gybe if required. So Port cannot force Stbd out wider to allow Port to do a tactical rounding (go in wide and out close). But the limitation on STBD means that Stbd cannot force the inside boat (Port) into the mark or force them to pass the mark on the wrong side. Stbd cannot interfere with Port's proper course. The hail of stbd may remind Port of the presence of a ROW stbd boat, and to sail with only the minimum of room.



# Regatta Report—Beaver Fever 2014

By Adrian Harrison

Beaver Fever has only been up and running for a few short years, but has seen steady growth in interest each year, with this year's entry list being the largest ever. Part of the reason for this, aside from the great facilities at Beaver Lake, is the fact that it is the Pacific Northwest's first big regatta of the year and sailors are anxious to put their winter tuning tweaks to the test. That it is a now a sanctioned and ranking event is of course of considerable significance.

So now that it's safely behind us for this year, it's time to take a look back. On the afternoon of Friday, March 21, the sun was shining for for registration and practice, with a steady 8 km/h northerly breeze. Sailors from Anacortes, Sequim and Lake Stevens from Washington State and Canadians from Calgary, Vancouver, Hornby Island, Salt Spring Island and the local Victoria group were all present. Lawrie Neish took charge of measurement and weigh in, while Barry Fox, chair of

the organizing committee, set up a practice course and took care of any questions that needed answering.

After a couple of hours of practice, it was becoming pretty clear that there was some pretty stiff competition in the offing, particularly from the Hornby Island sailors. Some of us chose not to put our boats in the water for the practice races, for 'superstitious' reasons!

Saturday morning turned out to be dull and cool with light and variable winds from the north. All 22 entrants were present and accounted for and the A and B fleets organized. Racing began at 10 in the morning and continued through the day with the variable winds offering an added challenge. Many thanks go to the members of the Victoria Model Shipbuilding Society who took care of feeding the sailors with a great lunch, keeping them warm and ready to do battle!

By the end of the day, after seven completed races, it was apparent that consistency was the key, with the first three places being taken, in order, by Graham Herbert (37 ), Andy Slow (29 ) and Adrian Harrison (23). On Saturday night, many went to a dinner at a local Chinese buffet and had a good time renewing old acquaintances and making new ones.

The weather on Sunday was more challenging: dull and cool with the winds still variable and light out of the north. By the end of the day, six more races were in the bag, with the races ending and drizzle beginning at about 2:00. Members of the VMSS took care of supplying another tasty lunch once again. Barry Fox spent the two days running the racing and quickly had the final results posted. Once again, the Hornby Island sailors took home the hardware, with Graham Herbert in first place, followed by Andy Slow and Jullian Laffin. It seems the boys from Hornby didn't waste the winter! Well done everyone, and we hope to see you all next year!

## Beaver Fever 2014 - Final Score

March 22 - 23, 2014

Hosted by  
VMSS

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Graham Herbert	37	Hornby Island, BC	Calypso	26.0	2.0	5.0	7.0	1.0	3.0	2.0	1.0	4.0	1.0	2.0	8.0	4.0	1.0
2	Andy Slow	29	Hornby Island, BC	Popeye	43.3	1.0	2.0	4.0	3.0	2.0	6.0	10.0	3.0	4.3	17.0	14.0	3.0	5.0
3	Julian Laffin	36	Hornby Island, BC	Jive	50.0	1.0	1.0	13.0	15.0	10.0	11.0	3.0	2.0	5.0	8.0	4.0	1.0	4.0
4	Jerry Brower	42	Lake Stevens, WA	Widget	64.0	6.0	16.0	15.0	21.0	8.0	1.0	5.0	1.0	6.0	4.0	7.0	9.0	2.0
5	Nigel Ashmann	28	Vancouver, BC	Vancouver	67.4	5.0	9.0	1.0	5.0	7.0	10.0	6.4	17.0	4.0	5.0	6.0	10.0	9.0
6	Joe Damico	86	Sequim Wa	BritPop	70.0	12.0	4.0	9.0	6.0	5.0	5.0	6.0	7.0	12.0	15.0	2.0	6.0	8.0
7	Peter Stevens	21	Sidney, BC	Ska	76.0	5.0	6.0	8.0	12.0	17.0	21.0	20.0	5.0	2.0	10.0	3.0	5.0	3.0
8	Fred Herfat	96	Sidney, BC	Ska	83.0	2.0	7.0	11.0	2.0	11.0	12.0	4.0	6.0	9.0	9.0	12.0	19.0	10.0
9	Adrian Harrison	23	Victoria, BC	Ska	90.0	10.0	3.0	14.0	16.0	1.0	3.0	2.0	10.0	15.0	11.0	17.0	8.0	13.0
10	Martin Herbert	27	Saltspring Island, BC	Dart	97.0	3.0	11.0	6.0	9.0	9.0	9.0	9.0	14.0	20.0	13.0	15.0	7.0	7.0
11	Mark Gilbert	00	North Vancouver, BC	Celebration	110.0	3.0	8.0	3.0	10.0	4.0	8.0	11.0	18.0	18.0	14.0	18.0	15.0	16.0
12	Roger Kibble	168	Saltspring Island, BC	Ikon	118.0	8.0	17.0	16.0	8.0	6.0	14.0	16.0	16.0	3.0	3.0	11.0	17.0	18.0
13	David Seager	34	Victoria, BC	Reggae	121.0	11.0	21.0	19.0	19.0	15.0	13.0	12.0	13.0	10.0	7.0	13.0	2.0	6.0
14	Julian Lee	40	Anacortes, WA	V8	122.0	7.0	13.0	18.0	18.0	16.0	22.0	19.0	9.0	7.0	1.0	5.0	11.0	17.0
15	Bill Langjahr	88	Anacortes, WA	Chelnz	129.0	7.0	10.0	10.0	13.0	14.0	18.0	18.0	15.0	17.0	6.0	10.0	13.0	14.0
16	David Cloud	33	Hornby Island, BC	Cobra	133.0	6.0	19.0	2.0	4.0	12.0	16.0	15.0	19.0	19.0	16.0	16.0	16.0	11.0
17	David Taylor	30	Saanichton, BC	Trinity	133.0	4.0	12.0	5.0	14.0	19.0	7.0	8.0	11.0	16.0	21.0	20.0	18.0	19.0
18	Matt Law	99	Calgary, AB	Zoom	138.0	9.0	18.0	17.0	22.0	20.0	19.0	17.0	8.0	8.0	12.0	1.0	14.0	15.0
19	Stan Schofield	94	Nanaimo, BC	Zoom	138.0	8.0	15.0	20.0	17.0	18.0	17.0	7.0	12.0	11.0	19.0	9.0	12.0	12.0
20	Dale Chase	97	Hornby Island, BC	Leo	165.0	4.0	14.0	23.0	7.0	13.0	15.0	22.0	20.0	15.0	18.0	19.0	20.0	20.0
21	David Cook	193	Victoria, BC	PPS	181.0	9.0	20.0	12.0	11.0	23.0	4.0	13.0	21.0	22.0	23.0	23.0	23.0	23.0
22	Gerald Nutter	22	Nanaimo, BC	Goth	227.0	10.0	22.0	21.0	20.0	21.0	20.0	21.0	23.0	23.0	23.0	23.0	23.0	23.0





Beaver Fever Action—With the winner Graham Herbert sail #37

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# 2014 IOM Canadian National Championship Regatta

## NOTICE OF RACE

*September 12-13-14, 2014 - KINGSTON, ONTARIO*

**1. INVITATION:** The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2014 I.O.M. Canadian National Championship Regatta at KYC in Kingston, Ontario, Canada.

**2. SITE:** The regatta will be hosted at Kingston Yacht Club with sailing on the fresh waters of Kingston Harbour.

**3. ELIGIBILITY:** To complete registration, entrants must be paid up members of the CRYA/AMYA or their National Authority. Yachts must comply with the ISAF-IRSA International One Metre Class Rules.

**4. ENTRY & FEES:** The Entry Fee is \$70 (including GST), which includes (3) days of sailing; Friday Night light meal; Saturday and Sunday lunches; and prizes. Entry deadline is open. Please make cheques payable to the Kingston Yacht Club (for US cheques, please add a \$5 processing fee). Credit Card payments are available.

**5. PRIZES & AWARDS:** Prizes will be awarded to the top five skippers.

**6. ACCOMMODATION:** There are a limited number of billets. For more information, contact Lana Butler, Regatta Chair at (613) 634-1140 or by e-mail at [lanahb@bellnet.ca](mailto:lanahb@bellnet.ca)

**7. CONTACT:** Lana Butler, Regatta Chair, (613) 634-1140 or by e-mail at [lanahb@bellnet.ca](mailto:lanahb@bellnet.ca)  
Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 Fax: (613) 634-1109

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### ENTRY FORM

**SKIPPER NAME:** \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Prov/State: \_\_\_\_\_ Postal/Zip Code: \_\_\_\_\_

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

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

#### BOAT INFORMATION:

Sail #: \_\_\_\_\_ CRYA/AMYA #: \_\_\_\_\_ Yacht Club: \_\_\_\_\_ Winch Type: \_\_\_\_\_

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

#### PAYMENT INFORMATION:

Entry Fee: \$70 (includes HST). Entry deadline is "open". On line registration available at [kingstonyachtclub.com](http://kingstonyachtclub.com)

Cheque or Money order: (add \$5 for US Cheques) Amount: \$ \_\_\_\_\_

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

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

Card Number: \_\_\_\_\_ Expiry: \_\_\_\_\_ yyyy/mm 3 Digit code: \_\_\_\_\_

#### Disclaimer

Please accept this Entry Application for the 2014 IOM Canadian National Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless. I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

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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](mailto:cberry@shadowpondvt.net)  
 Bruce Nourjian – E-mail: [bruce@commodoresinn.com](mailto: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](http://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](mailto:reservations@commodoresinn.com).  
 Mention the CanAm Regatta for a special room rate.





## Notice of Race

### **Soling One Meter Canadian National Championship Regatta - June 20-22, 2014**

Hosted by Metro Marine Modellers, Toronto - Regatta Chair: David Allsebrook  
Race Director: Stephen Penney

- Event:** Metro Marine Modellers cordially invites all Soling One Meter skippers to the 2014 Soling One Meter Canadian National Championship Regatta to be held at Humber Park East, Toronto, Ontario. Awards will be presented to competitors finishing in the top three places.
- Schedule:**
- Friday June 20 Registration and practice: 4:00 pm to 8:00 pm.
  - Saturday June 21 Skippers' meeting 9:30 am. Races will begin immediately thereafter. No race sequence will start after 3:30 pm
  - Sunday June 22 Races begin at 9:30 am. No race sequence will start after 2:30 pm.
- Eligibility:** Entrants must be current members of their National Authority in good standing. Yachts must comply with the Soling One Meter Class Rules. Skippers will be required to present their National Authority (e.g., CRYA or AMYA) membership cards and to submit their boats for measurement at registration. Spot measurement and inspection may take place at other times during the event in the discretion of the Race Committee.
- 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*. The Heat Management System 2007 (promotion/relegation) will apply. Three races are required to be completed to constitute the regatta.
- Entry:** Enter by completing the entry form and remitting it to the Regatta Chair with the entry fee. The entry fee is \$59.00 CDN or US.
- Accommodation:** There is no designated hotel for the event.
- Meals:** The entry fee includes lunch/drinks on Saturday and Sunday. Additional lunches can be ordered for \$7.00 each on sailing days.  
Saturday night dinner at Galway Arms - 838 The Queensway -not included in registration fee.
- Contact:** Please make your cheque or money order payable to Metro Marine Modellers Inc., and send it with a completed entry form to:  
810-550 Queen's Quay West, Toronto, Ontario. M5V 3M8. david.allsebrook@mail.mcgill.ca

**Please Register Early – Number of Entries is limited to 30**

**Entry deadline is June 7<sup>th</sup>, 2014**



**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 19<sup>th</sup>. 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](http://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 1<sup>st</sup>, 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](mailto: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**



# 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#

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