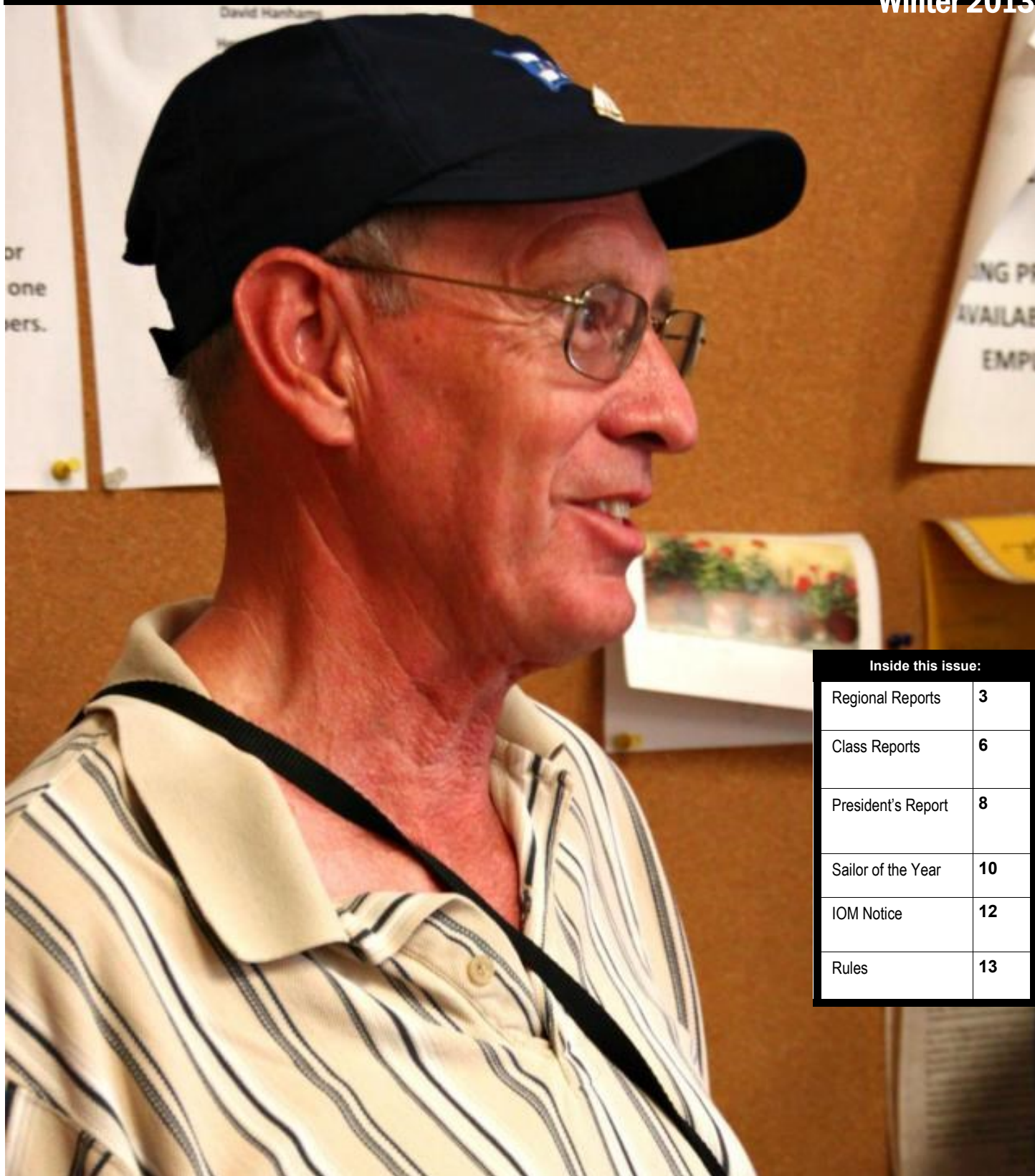


# Canadian Radio Yachting

Winter 2013



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## CRYA: Canada's Radio Control Sailing Authority

The CRYA is a National Organization dedicated exclusively to R/C Sailing in Canada. The CRYA is a class Association within the Canadian Yachting Association (CYA) and a member of the International Sailing Federation, Radio Sailing Division (YRU-RSD). CRYA has a number of model yacht racing classes and maintains the standards for these classes enabling our members to race in Canadian and International Regattas.

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

## Canadian Radio Yachting Newsletter

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

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

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

### On the Cover:

Paul Switzer, the 2012 Sailor of the Year.

Paul is an avid sailor, Secretary of the Soling One Metre fleet and one of the true gentlemen in our sport. More on Paul is found later in this issue.

Photo is from the 2012 Canadian Championship in Lunenburg, NS.

## 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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Victoria	Charlie Mann	80 Newbury Drive Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@rogers.com
Soling 1M	Paul Switzer	2510 Conning Drive Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
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Ontario	Peter Sly	22 Spencer Street Picton, ON K0K 2T0	613-476-8124	psly@kos.net



## Maritime Report

By Jim Goddard

We held our Annual Meeting in early January and included a swap meet on the agenda for the first time.

The group finally agreed on a set of By-Laws for the club, replacing the loosey goosey rules of the past. Officers for the current year include Commodore Bob White, Vice Commodore Brian Wilshurst, Rear Commodore Henry Ng and Communications by Jim Goddard and George Inglis. Treasurer is Paul Morris who is now the keeper of the Nut. Plans are underway to revamp the club's website, to include a content management system and a better

news feed for weather updates.

Summer travel plans were discussed and the need for more success at the CanAm in Stowe was a major point.

In regatta planning, we plan to have the same events for local competition with the Club Championship Regatta to become a two day regatta. This will mark our first two day event for local competition.

We sailed our first regular events for EC-12 last year and our



fleet has increased 150% in a year with five boats now part of our second class.

Check our website at [www.hamyc.ca](http://www.hamyc.ca) for news and events.

## Ontario Report

By Rob Meakins—Regional Director

First of all, thank you to Paul Switzer for your past efforts as regional director and ongoing Soling 1M class secretary duties! Much like the wind, not much happens in this sport hobby without the incredible work of the many volunteers. Secondly, let me introduce myself, my name is Rob Meakins newest Ontario region director.

I reside on a horse farm northwest of Toronto and sail primarily with Metro Marine Modellers at Humber Park east in Toronto. While I've only taken up RC sailing in the last six years upon receiving a Soling kit as a birthday gift, my stable has grown to Solings, US1Meters, a Victoria and a recently acquired IOM. I've participated in 3 Soling 1M U.S National Championships, 2 Canadian National Championships, 1 Victoria US National Championship and numerous regional championships with any one of the yachts in the stable. In

short, I like racing these boats and equally like meeting the excellent skippers who also like racing these boats. For any of you who haven't taken your boat past the club level, I guarantee you will enjoy the experience.

At present, mid January, club schedules are being finalized and regatta plans are coming together. By next report there should be a large list of activities ready to go as the water softens. I encourage you to check the CRYA website for event listings as well as the club listed websites. If you have events your club is looking to promote, send the information for posting on the CRYA website.



Rob Meakins, new Ontario Regional Director and apparently a potential hoarder!

## Western Report

By Lawrie Neish—CRYA President

Unfortunately, our new Western Director resigned for health reasons as the deadline for submissions arrived. As a result this report will be brief as even in Lotus Land events have become scarce over the past month or so and time limitations restrict it even further. Never the less, sailing does continue on a regular basis in Victoria, Nanaimo and Hornby Island. Saltspring Island sailing has been somewhat reduced due to our two mainstays being abroad one eating roast beef and plum pudding while the other found that Venice had even more water than the West Coast.

While sailing is reduced building IOMs has not slowed down in the least. This is good as it prevents the measurer from loitering on street corners rattling his tin cup or hanging out in seedy pubs with loose women. One of the really good things about the west is the emphasis on building your own and often to your own design. Graham Herbert obviously leads in this respect followed by brother Martin. Don Case in Campbell River is no slouch has at least one new boat to be measured. Mean while the city folks in Victoria do their best to keep up with the country boys with David Cook working on a Porky variant – I am going to have to use both hands to calculate its mark number. Adrian Harrison continues his search for the perfect Ska.

There are rumours of some exotic imports about to appear and I look forward to seeing how well the locals perform against these. Even more interesting to me is that there are signs of activity in Vancouver.

The first regatta of the year is, at the time of writing, six weeks away. This is Beaver Fever which is a ranking event for the AMYA

Region 6 North. We hope for a big turn out from south of the border. Thanks to the activity resulting from our Western CanAm in Washington

(two new fleets) and Oregon AMYA Region 6 has been split for practical purposes into North and South.

The dates for western events in 2013 were given in the previous newsletter.



Barry Fox makes a cold weather adjustment.



## US One Meter Class Report

By John Helmer, Class Secretary

The U.S. One Meter Class is a developmental class boat. It is 39.3 inches in overall length with 600 sq. inches of sail area.

Originated by Bob Debow and Bob Jensen of San Diego California, it was originally known as the Olympic One Meter Class. It became recognized as an official class by the American Model Yachting Association (AMYA) in 1983. In 1987, the US Supreme Court ruled in favor of the "Olympic Committee" and its use and proprietary rights to the word "Olympic". The name was changed to the US One Meter Class. The class also uses the American spelling of the word "Meter".

This boat is fast and responsive given generous sail area and light weight, competitive boats are 6 pounds or less. These boats represent an excellent balance between portability, handling and thoroughbred speed.

At one time this Class was one of the most popular in terms of total

registrations. In recent years however other fleets have overshadowed the US One Meter, namely the Soling, IOM & Victorias. Numbers have fallen to the point (2011...30 registrations with 15+/- in Windsor) that competitive sailing of this Class takes place at the Windsor Model Yacht Club and perhaps Toronto.

As Class secretary I am very interested in knowing of other regularly sailed US One Meter fleets in Canada. Please email if you have information in that regard  
john\_helmer@sympatico.ca

A National Championship has not been held for a number of years given the regional & perhaps only local nature of this Class.

Should interest be demonstrated a championship regatta would be organized.



The US1m originally known as the Olympic One Meter Class.

## Soling Class Report

By Paul Switzer, Class Secretary

I hope all of you are enjoying winter wherever you are. I am working actively with our fleets and my associate Frank Vella, the AMYA Soling 1M Class Secretary, to establish the date and location for this summer's Canadian Championship and to avoid any date conflicts with AMYA regattas you might want to attend. Promoting cross border competition is one of my goals.

Frank tells me that the USA National regatta dates have been approved by the Wolfeboro New Hampshire

City Council and Marine Museum for June 21 – 23, 2013. Check out [www.nhbm.org](http://www.nhbm.org) to see interesting details about this location. Entrees will be limited to 45 boats so if you want to attend get your application

in as soon as the NOR is available.

The annual Soling 1M CANAM Challenge Cup regatta in Stowe Vt. will be held again this year with the date yet to be set. More information will be available at the

Stowe Model Yacht Club website <http://stoweyachtclub.com/>. Also watch the AMYA website, regattas section, as well for confirmation of these and other USA regatta dates.

As soon as I confirm the dates for this year's CRYA regattas, I will have them posted on the CRYA

Please visit our new website  
Lots of info & tips

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(Continued from page 6)

website events section at [www.crya.ca](http://www.crya.ca), I will alert the fleets I know about through my fleet contacts and, of course, I will publish them in the Spring 2013 edition of this newsletter which you should see in early June.

For your information, I have included the history information I currently have about past Canadian Championships. If any of you can fill in the blanks, please contact me at [switzerp@cogeco.ca](mailto:switzerp@cogeco.ca).

One of my goals since I became Class Secretary in 2004 has been to conduct this regatta every year and to move it around

the areas of Canada where we have active Soling fleets. If you have active radio control sailors and would be interested in hosting this regatta in subsequent years or another Soling event for that matter I would be very interested in working with you and forwarding information through this newsletter and my other CRYA contacts.

## Late Breaking News

The fine folks at Hudson Quebec have been awarded the 2013 Canadian Soling One Metre Regatta to be held July 19 to 21.

Details to follow, Thanks to Hudson Yacht Club for having us back

## Canadian National Soling Champions

Date	Location	Winner	
September 7 – 9, 2012	Lunenburg, NS	Jim Goddard	Dartmouth, NS
June 17 – 19, 2011	Kingston, ON	Jim Goddard	Dartmouth, NS
July 2 – 4, 2010	Toronto, ON	Jim Goddard	Dartmouth, NS
June 20 – 21, 2009	Hudson, QC	Bruce Nourjian	Stowe, VT
June 21 – 22, 2008	Bedford, NS	Jim Goddard	Dartmouth, NS
2007	Windsor, ON	Paul Fixx	Stowe, VT
June 23 – 25, 2006	Kingston, ON	Paul Switzer	Kingston, ON
June 25 – 26, 2005	Halifax, NS	Paul Fixx	Stowe, VT
June 12 – 13, 2004	Toronto, ON	Ken Dorlandt	
2003		David Allsebrook	Toronto, ON
June 22 – 23, 2002	Toronto, ON	Peter Van Rossem	Kingston, ON
July 7 – 8, 2001	Windsor, ON	Peter Van Rossem	Kingston, ON
2000		Peter Van Rossem	Kingston, ON
1999		Peter Van Rossem	Kingston, ON
1998		Tom Dabrowski	
1997		Tom Dabrowski	
1996		Tom Dabrowski	
1995		Ben Colenbrander	

## President's Report

By Lawrie Neish, President CRYA

In the west we are looking forward to the first event of the new season with Beaver Fever a little more than six weeks away. For me, the approach is heralded by emails arranging the measuring of the winter's crop of new IOM's and meeting the builders need for certificates

On the National front, we are at present reconstructing our web site. This is going to take some time and will result in some inconvenience. However, the present site will continue until to operate until the change is made

There are three basic aims in this upgrade. The first is to provide visible and easily accessed information to any one searching for information on model yachting activity in any particular area across Canada. That it should include in addition to where model yachting takes place and when. Having witnessed new skippers arriving with the "wrong" boat,

information on the popular local class is a given.

The second aim of the new website is to move membership and boat registration online via the web site. Regular mail process will still be available. The pressure to move in this direction is to speed up the process, particularly the issuing of Measurement certificates. This may be little gain for some classes but with the number of events and the requirement of certificates backed by a CRYA membership the IOM fleets would benefit by speeding up the process. Trial runs of this have the time down to certificate an IOM, after measurement, to overnight.

The third aim is to improve the CRYA's record keeping processes, correcting some errors of method and provide a simple way of having dispersed back up records.

We hope to have the changes complete by the end of March.

However, some problems will linger on for some time to come and likely cause individual frustration. Please be understanding.

For the short term future please send any membership dues or boat registrations, using the existing form, to myself with the envelope marked CRYA

Address –

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

Cheques should be made payable to CRYA or Canadian Radio Yachting Association.

## LEADING EDGE HOBBIES

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## Trophy Build

By Ben Rusi

I thought it was a great idea, why not built a scale down version of Soling One Meter RC sailboat? Better yet, why not make it out of brass and place it in the shadow box frame that I've been looking at for some time, thinking what to do with it?

Lunenburg, Nova Scotia is not exactly an easy place to find some hobby/model making materials, but our small hobby shop in next town do have decent stock for basic stuff. Back at home in my workshop with a few sheets of light weight brass I set to work! I've built a few scale models before (Rainbird II Schooner, CRYA newsletter some years back) but not a half model out of brass!

This was not going to be a exact scale half model, but just a right size to fit the frame that I have!

I had a few Soling building instructions and I found a small figure of the boat on there that was a right size. Using a fairly heavy stock of art paper I cut out a main, jib and a hull according to drawing.

Starting with a jib, I cut out piece of brass and using a foot

long piece of train track (where did that come from?) as an anvil started slowly tapping piece of brass. Using a top of track (it is slightly curved) I noticed that brass

brass formed a different shape regarding what part of track I used?

It took a few pieces to practise but I finally got a hang of it. Jib and main was relatively easy after awhile but it still took a fair a bit of time and a lot of hammering to get a right shape. I think that if you're building or painting or drawing a sailboat, at least she should look technically right.

But the hull and especially the deck was something else. Those took a lot more hammering and cutting. By the look of it there was more material on a floor that on my work bench.

I cut out a compass rose from the old marine chart and clued that on a piece of black foam core that fit the frame. I think I clued a piece of light string around it. It took a quite a bit of fiddling to get all the pieces to line up properly and make sure that the sails were out, and not flat against the base. Just love to have a challenge like that, it was great, but once is enough!



Ben's beautiful creation was awarded at the 2012 Canadian Championship Regatta to Soling 1M Champion Jim Goddard

Cheers, Ben

ps. my latest challenge is to get my Freedom 33 sea worthy and ready for summer

material started curving one way but when I flip it over it was turning opposed way?

It was interesting to see how the



## 2012 Sailor of the Year—Paul Switzer

By Gary Bugden (pastpresident@crya.ca)

The 2012 CRYA Sailor of the Year Award goes to **Paul Switzer (CRYA #785)** of the Kingston Yacht Club Radio Fleet (KYCRF). Paul is a popular and highly accomplished sailor, competing successfully in several full-sized and R/C fleets. The R/C fleets include the Soling 1m, IOM

and Mini 12. In addition, he can sometimes be seen sailing a Marblehead or a scratch-built model of a Viking Class sloop the original of which was once owned by his father. Paul has served as CRYA Soling 1m Class Secretary since 2004 and is largely responsible for the continuing

success of this fleet. He also assumed the duties of Ontario Regional Director from 2008 to 2012. Paul's letters of nomination, presented below, are indicative of his efforts to promote Canadian R/C Sailing. Congratulations, Paul, on this well-deserved award.

### Nomination:

I am pleased to nominate my friend Paul Switzer for 2012 Sailor of the year. Paul exemplifies the work ethic and commitment that makes our sport thrive.

Paul has done outstanding work as the Soling 1m Class Secretary and as the Ontario Regional Director of the CRYA. While he is not one to toot his own horn, the CRYA would not have a strong Soling class without his dedication. Paul has brought a level of professionalism and thoughtfulness to the position which will be difficult to replace when he decides to set it aside.

On the water, Paul is a tough competitor, always in the hunt near the front of the fleet. Paul is a past National Champion in the Soling 1M fleet and competes in the IOM and Mini 12 fleets as well.

Personally, I love to sail with Paul. On the water I know we will compete hard, sail clean, treat each other with respect and despite the outcome have a great chat over a beer afterward. We have become friends through the Soling Class, and I have the greatest respect for Paul.

**Jim Goddard CRYA #544**

### Second:

I am honoured to second your nomination for Paul Switzer to be named SAILOR OF THE YEAR.

I first met Paul 25 years ago at Kingston Yacht Club when we both raced Sharks competitively.

After racing Sharks we then became competitive sailors in the radio-controlled racing fleets at Kingston Yacht Club.

He has been Soling Fleet Captain for the last 5 years, and was instrumental in bringing the Soling Canadian Championship to Kingston Yacht Club for the first time in 2006 which he won and again in 2010.

He has, for years, worked tirelessly promoting the radio controlled fleets including the Soling One Metre, International One Metre and Mini 12 while also serving the Soling Fleet as class secretary.

He actively races these 3 classes at as many regattas and championships as he is able to attend. His sailing competence is obvious by the results achieved at many of these events.

His boat building skills were demonstrated when he built a radio controlled scale model of his fathers wooden sloop, which sailed as well as the original. An accomplishment of which he is very proud.

He has also often been seen sailing an old Marblehead off the breakwater at Kingston Yacht Club and is still trying to get this fleet re-established.

He is always on site early to make sure the course is set on racing nights and is readily available to assist members of the fleets any way he can.

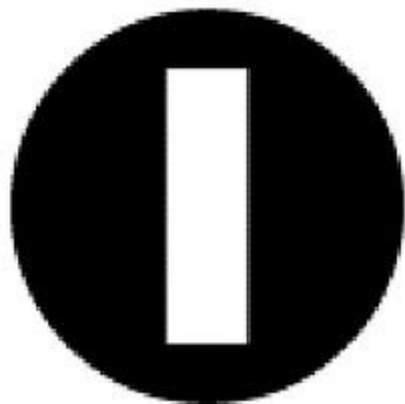
**John Lowther CRYA #845**





Paul Switzer at the S1m Championships in Kingston in 2006 Bottom and 2011 Top. In the bottom photo Paul is flanked by John Lowther on the left and Jim Goddard on the right.





## Final Call for Canadian entries to the 2013 IOM World Championship regatta, taking place in Israel in October

We have a request from the host asking for an indication of how many entries we expect.

We are entitled to two places in the round one allocation. If we do not take our places, they will be allocated to other countries.

To allow for all the scheduling that has to happen around the world to fill any available places, the final date for any Canadians to provide notice of intent to enter the regatta is APRIL 30.

If you wish to enter this regatta please email John Ball, IOM Class Secretary [iomsecy@crya.ca](mailto:iomsecy@crya.ca) as soon as possible and before April 30.

John Ball

Check out some great photos and regatta info at <http://www.regate-hr.com/iomisrael2013/>

## 2013 Rules Changes

By John Ball, Technical Director CRYA

Now that we are into 2013, the new sailing. Racing Rules of Sailing (RRS) 2013 – 2016 have come into effect. In the body of the RRS,

You can download a copy and save it to your computer from

<http://www.sailing.org/tools/documents/ISAFRRS20132016Final-%5B13376%5D.pdf>

Here are some comments on changes that will affect us in RC

Some changes to the wording of R 18 (Mark Room) and R 20 (Hailing at an Obstruction) but they are mainly for clarification and have little change on how those rules apply.

**21 EXONERATION**  
*When a boat is sailing within the room or mark-room to which she is*

*entitled under a rule of Section C, she shall be exonerated if, in an incident with a boat required to give her that room or mark-room,*  
*(a) she breaks a rule of Section A, rule 15 or rule 16, or*  
*(b) she is compelled to break rule 31.*

Rule 21 is new and replaces the old R 18.5, but adds back on course exoneration for breaking R 31 Hitting a mark if caused by a

*(Continued on page 13)*

'keep clear' boat.

In Appendix E.

Various updates that used to be written in Sailing Instructions now become the default unless changed in the event SI (if change is allowed). Plus there are several significant changes.

*Add new definition:*

*Disabled A boat is disabled while she is unable to continue in the heat.*

The old phrase 'entangled' has gone and is replaced with disabled. The meaning and scope is larger.

#### *E2.1 Hailing Requirements*

*(a) A hail shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.*

*(b) The individual digits of a boat's sail number shall be hailed; for example 'one five', not 'fifteen'.*

Major addition is how to hail a sail number.

#### *E2.3 Boat Out of Radio Control*

*A competitor who loses radio control of his boat shall promptly hail and repeat '(The boat's sail number) out of control' and the boat shall retire.*

Now it is clear that you must retire – you cannot 'regain' control and continue.

#### *E3.4 Starting and Finishing*

*(b) The starting and finishing lines shall be between the course sides*

*of the starting and finishing marks.*

Clarification of the exact location of the start and finish. Always look for a change in the SI, based on the style of mark in use for the event.

#### *E4.2 Outside Help*

*Rule 41 is changed to:*

*A boat or the competitor controlling her shall not receive help from any outside source, except*

*(b) when her hull, rig or appendages are entangled with another boat, help from the other competitor;*

This is a big change for what it does not say. Under this rule, the rescue boat cannot free you up to

This is a big change. The penalty for significant advantage used to be to RETIRE. This change allows you to take an additional penalty turn and be allowed to continue to race. This is a good change as it removes the need for a difficult and lengthy protest hearing when they have to determine both fault and significant advantage. So if you foul someone and take a penalty turn but suspect that you may have made a gain (eg they have collided with someone else or the mark and slowed other boats too), then take one additional turn and the matter ends. But note that if damage is caused, then you still must retire.

#### *E6.6 Redress*

*Add to rule 62.1:*

*(e) external radio interference acknowledged by the race committee, or*

*(f) becoming disabled and as a result retiring because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear*

This is a big change to redress. If you become disabled (and hung up for a number of boats to pass you), caused

by another boat, then to be able to request REDRESS, you must retire. You cannot decide to race on and then request redress as well.



continue in the race. So be prepared to retire and even to request redress if the other boat was at fault.

#### *E4.3 Taking a Penalty*

*Rule 44.1 is changed to:*

*(b) if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;*

## Has This Boat Completed her Penalty Turn ?

By John Ball, Technical Director CRYA

Here is a diagram of a boat misjudging the lay line and hitting the weather mark on the wrong side. The mark is to be rounded to port. The boat approaches the mark, close hauled on stbd, but misjudging the lay line, hits the mark on her stbd side.

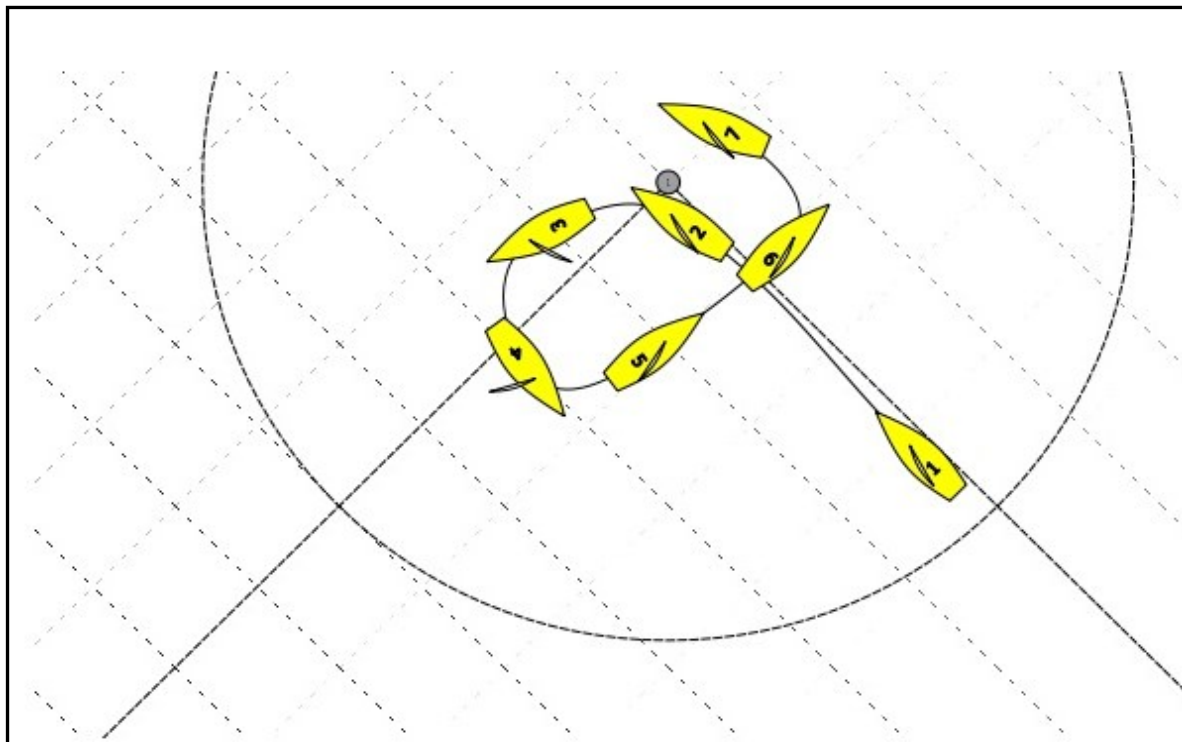
The boat then bares off, gybes to port, hardens up onto port and

sails for two to three boat lengths close hauled on port, to get above the lay line and then tacks to stbd and clears the mark and continues on in the race. The conditions were ideal, with wind about 6 kts and flat water and no current.

A following boat (out of picture) calls protest when Yellow hits the mark, and files a protest after the

heat, claiming that Yellow had not done a penalty turn as specified in R 44.2.

The question is "Has this boat exonerated herself by completing a penalty turn as described in R 44.2 for breaking R 31 – Hitting the mark?"



This is an important situation to understand as it can happen quite frequently in RC sailing due to depth perception problems, especially if the mark is some distance from the control area.

R 44 describes a procedure to be followed as an alternative penalty (alternative to retiring). There are two separate parts to the procedure. First is to get clear of other boats as soon as possible to begin the penalty. Second is to execute the penalty (a tack and a gybe) promptly.

To get an official answer to this situation, I created a hypothetical Protest that DSQ'ed Yellow with a

finding that the delay in tacking did not meet the requirement of 'promptly' in R 44.2.

Then I created an appeal by Yellow, citing a section of Case 108 that allows a penalty turn to be done around the mark.

*When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried*

*out promptly after clearing and remaining clear of the mark and other boats, and when no question of advantage arises.*

I sent this Protest and Appeal to the Appeals Committee of Sail Canada (Canada's official sailing authority under the ISAF).

What follows is from the official reply to this hypothetical case. (I made a small error about the hail in preparing the case that was referred to in the finding, but it is has no bearing on the overall case and so is removed from the text for clarity)



## Sail Canada Appeal 2012-15

Questions from the Canadian Radio Yachting Association

Rule 31 Touching a Mark

Rule 44.2 One-turn and Two-Turns Penalties

Rule 70.4 Appeals and Requests to a National Authority

When a boat separates the execution of a tack and a gybe she may fail to satisfy the requirement of promptness in Rule 44.2, and thus fail to take a penalty as intended.

### Summary of the Facts

The Canadian Radio Yachting Association used Rule 70.4 to ask the Sail Canada Appeal Committee a question relating to a variant of ISAF Case 108, and supported its question with a hypothetical protest.

In the submission, a boat sailing in six knots of wind and flat seas approached a port-hand windward mark on starboard tack, but hit the mark and left it to starboard. The boat then bore off, gybed, luffed to a close-hauled course which it held for two to three boat lengths, and tacked after reaching the starboard tack layline. The boat then left the windward mark to port.

The protest also included an official diagram.

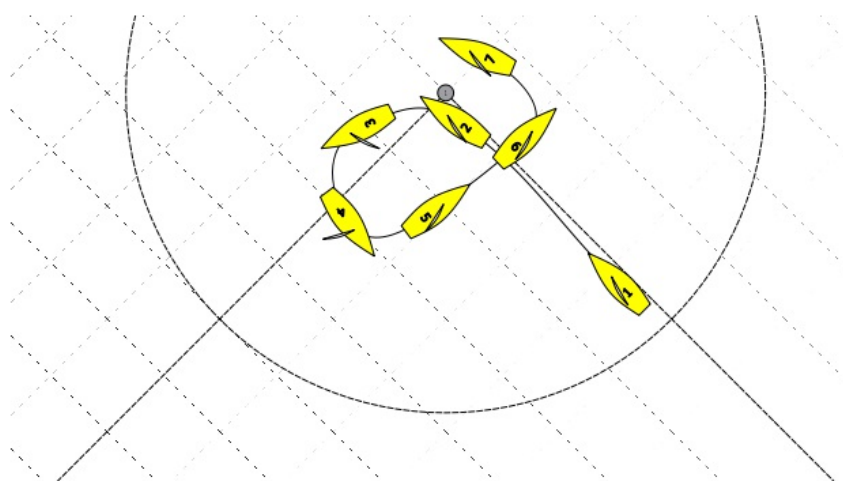
The protest committee concluded that the boat delayed her tack in order to clear the mark. They found that the boat's delay had not been "prompt" as required by rule 44.2 and decided the boat had failed to take an alternative penalty for her breach of Rule 31.

The submission to the Appeals committee included the following quotation from ISAF Case 108

*When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her*

*turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after clearing and remaining clear of the mark and other boats, and when no question of advantage arises.*

and asked whether the penalty turn executed by the boat in the present case met the standard of promptness in Rule 44.2.



### The Decision:

The written facts and the official diagram in the present case are not in agreement with respect to the distance sailed in a straight line by the boat between completing her gybe and initiating her tack. The disagreement is moot, since the diagram, which shows the lesser distance, is consistent with the tack being delayed until after reaching the lay line.

In practice, one-turn or two-turn penalties are rarely executed as perfect circles, and some degree of 'stretch' between tacks and gybes would be accepted as part of the maneuver by most observers, whether competitors or judges. This is not the case where the stretch is either abnormally large, or is made for tactical reasons.

When the boat maintained a straight course between her gybe and her tack in order to reach the lay line for the windward mark she failed the promptness requirements of Rule 44.2, and so failed to execute a one-turn penalty as defined by Rule 44.2. The boat did not take a penalty for her breach of Rule 31.





A Collage of Photos from the 2012 Soling 1M Canadian Championships in Lunenburg, NS



Proof of Life off Cancun Mexico February, 2013

## Notice of Race

### 2<sup>nd</sup> Annual Ray Davidson Memorial Cup Challenge/and AMYA – Region #2

August 10th-11th, 2013

**Hosted by Metro Marine Modellers - Regatta Chair: Myra Davidson**

- Event:** Metro Marine Modellers cordially invites all IOM skippers to the 2nd Annual **Ray Davidson Memorial Cup Challenge** combined with the **AMYA Region 2**, to be held at Port Credit Marina, Port Credit, Ont. The Regatta will take place over 2 days. Registration, measuring and practice will take place on Friday afternoon and evening. First Race to begin at 9:00AM on Saturday and Sunday. Awards will be presented to the top 3 places.
- Eligibility:** Entrants must be current members of their National Authority in good standing. Yachts must comply with the current IOM Class Rules. Skippers will be required to present their National Authority membership cards and a valid measurement certificate at check-in.
- Entry:** **Entry Fee is \$65.00 CDN or US which includes lunch/drinks on two sailing days**  
Also, additional lunches can be ordered for \$6.00 each on sailing days
- Accommodation:** There are several hotels and motels near the sailing site, a full information package will be sent to all registrants on request.
- Contact:** Please make check or M/O payable to Myra Davidson, and send to:-  
2853 Rosewood Lane, Oakville, Ont. L6J 7M5 Canada E-mail [mrdaavidson@cogeco.ca](mailto:mrdaavidson@cogeco.ca)  
Tel 905-829-2820  
There will be a BBQ event on Saturday night, details will be available later.

**Please Register Early – entry deadline is July 10<sup>th</sup>, 2013**

**Entry Form Ray Davidson Memorial Cup / AMYA Region #2 - August 10-11<sup>th</sup>, 201**

<b>Skipper/Entrant Name</b>			
<b>Address</b>		<b>City</b>	
<b>Prov/State</b>	<b>Postal/Zip code</b>	<b>Country</b>	
<b>Tele: Home</b>	<b>Work</b>	<b>Other</b>	
<b>AMYA #</b>	<b>CRYA #</b>	<b>E-mail address</b>	
<b>Hull #</b>	<b>Sail #</b>	<b>Freq #</b>	<b>Alt.</b>
<b>Hull Design</b>	<b>Sailmaker</b>	<b>Radio Mfg</b>	

#### Disclaimer

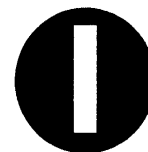
With this entry application, I agree to comply with the Racing Rules of Sailing, (RRS) Class Rules, and sailing instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless Metro Marine Modellers and the Organizing Committee, as well as their officers, 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.





# 2013 IOM Canadian National Championship

7 -9 June, 2013 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2013 I.O.M. Canadian National Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$65**, which includes lunch on the 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> June, Barbeque on the 8<sup>th</sup> and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).  
Entries must be received no later than **6<sup>th</sup> May , 2013**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$70**  
Additional lunch and barbeque tickets for those accompanying entrants will be \$20  
Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail [wneish@shaw.ca](mailto:wneish@shaw.ca) . Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250)537-2053 or by e-mail [wneish@shaw.ca](mailto:wneish@shaw.ca) or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants. On line registration available soon!

## ENTRY FORM

### 2013 IOM Canadian National Championship

7 – 9 June, 2013 – Saltspring Island, British Columbia

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

#### BOAT INFORMATION:

Hull #	Sail #		
Hull Design	Sailmaker	Radio Freq	

## **2013 Beaver Fever Regatta**

**March 23 - 24, 2013 – Beaver lake, Victoria, British Columbia**

1. Event: The Victoria Model Shipbuilders Society invites International One Metre (IOM) sailors to the 2013 IOM Regatta at Beaver Lake in Victoria, British Columbia, Canada. This a Canadian Ranking event.
2. Eligibility: Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in.
3. Entry: Entry fee is \$35, which may be paid at the time of entry or at the event.. Prizes will be awarded to the first three sailors at the end of the event.. Lunch will be provided both days at lake side. Accommodation at a reduced rate is being organized and will be announced very soon. Paid entries will be given preference over others. Entries will be entered into a database on the WCMYA Yahoo Group or by a simples email to the Regatta Chair as listed below. Entries should be in the hands of the Race Committee by March 15. Late entries may be accepted after that date but might not be able to be included in some event benefits. Frequencies and sail numbers will be allocated based on the date of receipt of entries.
4. Accommodation: A bank of rooms has been set aside at the Royal Scot Hotel and Suites. See second page for more details. There are lots of accommodation options throughout the Greater Victoria area. Prices vary so shop as you will.
5. Contact: Barry Fox, Regatta Chair, 210, 1521 Church Ave., Victoria, BC V8P 5T7 or by e-mail [bdfox1@gmail.com](mailto:bdfox1@gmail.com). Contact at (250) 294-0350  
Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.

### ENTRY FORM

## **2012 Beaver Fever IOM Regatta**

March 24 - 25, 2012 – Beaver Lake, Victoria, British Columbia

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

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



# **Canadian Radio Yachting Association**

## **Membership Application/Yacht Registration**



Renewal:

New Member:

Date:

Member #:

Name:

Address:

City:

Province:

Postal Code:

Telephone:

Email:

Newsletter Delivery Options  
Choose One:

Digital Colour Edition via  
Email:

Black and White Paper Edition via Postal Mail:

CRYA Member #

Second Member Name:

Club Name:

Annual Dues:

\$

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

CRYA Pins

\$

\$5.00 Each or 5 for \$20.00

Registration Fee

\$

\$5.00 for each new or transferred yacht

Total

\$

Make Cheques Payable to CRYA

### ***List New or Transferred Boats***

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

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