

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 President/Secretary. 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).

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:

#20 Tom Madarasz' sailing at the DragonForce 65 NCR in Kingston ON, Oct. 22

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CRYA Contact List

Role	Name	Address	Phone/Fax	Email
President	Lawrie Neish	Saltspring Island, BC	250-537-2053	president@crya.ca
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Mini 12	Bernie Reid	Ottawa, ON	613-596-4595	mini12secy@crya.ca
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Ontario	Marko Majic	Mississauga, Ontario	905-625-2301	onttormear@crya.ca
Prairie	Hans Konig	Calgary, AB		prairiemeas@crya.ca
British Columbia	Lawrie Neish	Saltspring Island, BC	250-537-2053	westmeasr@crya.ca
British Columbia	Nigel Ashman	North Vancouver, BC		vanmeas@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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Thank you for your patronage, Mike and Tony Daicar - Owners



President's Report

By Lawrie Neish - CRYA President



As the end of the year approaches while our banana belt region skippers are looking out their rain gear many members will be drifting into withdrawal and putting the boat away for the winter. Some of the latter may be thinking of how to coax a little more speed out their boat while others perhaps have a gleam in their eye while they think about their next "killer" design.

The BC Registrar of Societies in August of this year approved the redraft of the Associations bylaws approved by members earlier this year. The Constitution was drastically reduced to meet the new BC Societies Act requirements by moving much of the origin sections into the Bylaws. The re-draft changed little of the core thinking of the original but did see the addition of a few sections. Some of these additions included definitions of "Good Standing", who can vote and dissolution of the Association, etc. Having approved our constitution and bylaws the BC government is now no longer interested in it! One of the aims of the new BC societies act is to simplify our life (so they say) and in future we will be allowed to file our annual report electronically.

The original bylaws reflect the difficulty in operating a volunteer and widely dispersed organisation While much might be done in the fine tuning the present version any changes should await its being in effect for at least a year and avoid increasing the Association's bureaucracy.

Ontario Regional Director

Ontario is still without a volunteer for its regional director. One of the areas of interest for regional directors is co-ordinating events both within their region and with other regions. Ontario has the largest membership and the largest variety of classes being sailed by members. West, Prairies and the Maritimes are effectively mono cultures with Quebec close to this state. Ontario has at least five classes capable of holding Regional and National events.

There is a need for an active Regional Director to work with class secretaries to promote more activity. This, especially if the number of members who sail in two or more classes are considered. At the beginning of my time in this position we had a board member in every region but Quebec. Despite our efforts the board has become steadily BC centred. Members will no doubt remember appeals for a treasurer based in Ontario and the like. This is a situation which needs to be corrected but only can be by volunteers for board positions at the end of the coming year.

Official Measurers

Two new official Measurers have been appointed in addition to the previous four. The measurers are:

Dennis Edge	Quebec Region
Paul Switzer	Ontario Region
Marko Majic	Ontario Region
Hans Konig	Prairie Region
Nigel Ashman	West Region
Lawrie Neish	West Region

This places Official Measurer either in, or convenient to, most centres of sailing Measurers require to be equipped. Some of the apparatus has to be made by the measurer but some has to be purchased. Over the winter it is expected will be dealt with. The most expensive item is an accurate scale but this is really only required for sanctioned event measurement.

Official measurers are required by the international classes and effectively means the IOM fleets. Official measurers are not restricted to the international classes and could be made use of by any class deciding to introduce measuring. A recent survey surveys and several previously have indicated very little or no interest in introducing measuring in non international classes. Given the number of custom sails I see around perhaps there is a need for these to be checked, or by approving the sail maker as a supplier of sails.

Treasurer's Report

By Aileen Neish - CRYA Treasurer

The end of the Association's year approaches. In most if not all organisations this is the time for payment of membership dues for the coming year. Unfortunately, this is not recognised by our membership and dues arrive steadily all year. What this means is that memberships (and boat registrations) are being processed almost every evening. Not a few of these require an email exchange to clear some detail. Please be considerate and renew your membership on time.

Membership and boat registrations

Our membership is slightly higher at this time than at year end last year.

By region this is:

Ontario	99
West	60
Quebec	21
Maritimes	17
Prairies	14

The region totals do not include memberships prepaid to 2017 and 2018.

What may be of more interest 45 members from 2015 did not renew their membership in 2016 (so far). Some of these will appear again in the following year, and some in the next year! Only current members are covered by our insurance. It might be to their advantage for groups to encourage non CRYA members sailing with them to consider joining the Association

Boat registrations in 2016 total 56.

Regional Reports:

Quebec - Page 6
 Western - - not submitted
 Prairies - Page 9
 Ontario - no Regional Director
 Maritimes - not submitted

Regatta Reports:

Soling 1M - Page 6
 IOM Eastern Canadian Regional - Page 12
 IOM Prairie Regional - Page 9
 DF65 Western Regional - not submitted
 DF65 NCR - Page 14

Class Reports:

EC-12 - not submitted
 International Classes - not submitted
 IOM - page 7
 US1m - not submitted
 Victoria - not submitted
 Soling 1M - not submitted
 Mini 12 - not submitted
 RG-65 DF - not submitted

Quebec Region Report

By George Robertson - Regional Director

The Soling 1m fleet at the Hudson Yacht Club continues to be the main racing location for R/C sailing in Quebec. With a fleet of 14 boats, we schedule racing from May to Sept. each year. This year we got off to a slow start due to high water and heavy weather. However, by season's end, we completed 144 individual races in our Spring Summer and Fall series.

In Sept, we held our Fleet Championships with the season's top four skippers sailing off in a 6 race series. This year's winner was Ed Cowell (again). The Most Improved Skipper award went to Ian Peck. In addition, we ran two open Soling 1m regattas at the club in July and on Labour Day weekend with skippers joining us from Kingston, Ottawa, the Lakeshore and the Southshore of Montreal.

The July regatta was won by John Lowther with Paul Switzer taking the Labour Day prize...both from Kingston. We also ran the Directors' Challenge where the Directors of HYC are invited to try their hand at R/C racing with our skippers acting as coaches. This event is always lots of fun and becomes very competitive as these "big boat" sailors work through a 6 race w/l x twice around course. This year's winner was HYC's Commodore Doug Meredith. He was awarded the world's smallest and cheapest sailing trophy for his effort...well done Doug.

On a sad note, we lost two of long time Soling 1m skippers...Ken May and Maurice Jefferies. Both had been active in the fleet from it's very beginning. R.I.P.

Season's over...May can't be far away. Have a good winter.

George Robertson, HYC Soling 1m Fleet Capt.



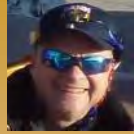
Doug Meredith



Ed Cowell

Editor's Report

Art Prufer - Newsletter Editor



Looking for RC Sailing Action Photos

As you go about your sailing events & activities, please keep the CRYA newsletter in mind. I need action photos of your boats, preferably some close-ups or zoomed in shots for the cover of the newsletter.

When submitting photos, please include a brief description of the boat's owner and the event at which the photo was taken.

DragonFlite 95 USA NCR

I attended the inaugural DF95 NCR held in Garland Texas along with 2 others from the PAC NW area. This was our first ever NCR and I must say the 3 of us were very impressed with this venue. The location was perfect for an event like this with hotels and restaurants in close walking distance to the race course. The racing fleet consisted of 43 boats in 3 heats using the HMS scoring. Some of the top US IOM sailors were among the top 10 sailing in this newly formed class.

It was a very well organized event and the weather was perfect, high 20's low 30's with mid to top A rig with some B-rig wind conditions. For me this was a great experience as my foray into National Championship Regattas. I will certainly be attending more as time and \$\$\$ allow. [Link to my videos here.](#)

Coastal Cup Series

By Peter Stevens – Past IOM Class Secretary

2016 saw the start of an IOM series that combined scores from two premier events of the Canadian IOM schedule (since they were both held on the west coast this year) along with three smaller regattas held in various locations on Vancouver Island.

In addition to the Western Regional and Canadian National regattas, one day regattas took place in Port Alberni, Cowichan Lake and the Royal Victoria Yacht Club.

In the end, Graham Herbert was the overall point leader with 2nd through 4th place being closely contested. Jerry Brower took second and Peter Stevens ended up third on count back after being tied with Martin Herbert on points.

My 'new' IOM

I'm beginning to get settled into my new home in Oceanside, Vancouver Island. There is a group of sailors in the WCMYA sailing IOMs every week in Nanaimo. I've attended several club races with my video camera and [posted videos on YouTube here.](#)

I was itching to sail my own IOM, so one of the members put me in touch with someone selling their IOM locally. I am now the proud owner of a DIY IOM design called the DC6. I sailed it recently and it seems to be quite competitive, even with a very basic tune.

[Some photos here.](#)

Some last minute updates

Some recent changes have taken place in the CRYA. Just to recap:

There is an opening for IOM Class Secretary since Peter Stevens has resigned

New RG65 Class Secretary is Wilson Chong replacing Michael Steele

Bob White is the new Maritime Regional Director replacing Jim Goddard who has retired

Ontario Regional Director is now Paul Swiotzer

--Cheers--

Art Prufer

Thanks go to all that made the series possible.

From securing the venues, to running and scoring the races, and to everyone that took part,

The series concept was to provide more racing IOM racing on the west coast at a selection of different venues, and to that end, the 2016 Series was a good start. Discussion has begun on how to improve the Series for next year, including changing / adding venues, and, revising the scoring system that was used to

Thanks go to everyone that made the series possible. From securing the venues, to running and scoring the races, supplying and operating the rescue boats, and, to all the sailors that took part, thank-you for being a part of some great racing.. Let's tweak things a bit and do it all again next year.

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The series schedule was posted here: <http://thevmss.blogspot.ca/>

April 2-3 Beaver Fever, Victoria.

April 17 One Day Regatta, Port Alberni.

(YouTube video here: <https://youtu.be/wEgV-0Hf2IY>)

June 3 -5 Canadian Nationals, Saltspring Island.

Aug 20 One -Day -Moo Regatta, Lake Cowichan.

Oct 16 BC Champs Finale, Royal Victoria Yacht Club.



2016 Coastal Cup Series

Final Results

			# of Boats		# of Boats		# of Boats		# of Boats		# of Boats		Series Total	Final Score w/ 1 Drop
O/A Position	Name	Sail #	Beaver Fever Position	22 Score	Port Alberni Position	16 Score	CAN NCR Position	35 Score	Moo Position	13 Score	RVYC Position	9 Score		
1	Graham Herbert	31	2	21	1	16	4	32	1	13			82	82
2	Jerry W Brower	42	5	18	3	14	7	29	2	12			73	73
3	Peter Stevens	54	3	20	5	12	5	31			1	9	72	72
4	Martin Herbert	34	4	19	2	15	9	27	3	11	2	8	80	72
5	Kelly Martin	77	1	22			6	30					52	52
6	John Ball	7	6	17	8	9	12	24					50	50
7	Dale Chase	37	13	10	7	10	17	19	5	9			48	48
8	Steve Kibble	9	9	14	4	13	21	15	10	4	6	4	50	46
9	Bob Lewis	27	12	11			14	21	4	10			42	42
10	Joe D'amico	86	7	16			11	25					41	41
11	Larry Stiles	64	8	15			10	26					41	41
12	Mark Wallace	92	16	7	9	8	20	16			3	7	38	38
13	Stan Schofield	94	11	12	6	11	29	7	6	8			38	38
14	George Pedrick	57					1	35					35	35
15	Gary Boell	71					2	34					34	34
16	Jess Atkinson	56					3	33					33	33
17	Bob Wells	17					8	28					28	28
18	Bill Langjahr	88	10	13			22	14					27	27
19	Nigel Ashman	28	15	8			19	17					25	25
20	Rob Mulder	51	19	4	10	7	25	11	12	2			24	24
21	Bob Copley	76	14	9	11	6	28	8					23	23
22	Scott McConnell	21					13	23					23	23
23	Luke Harwood	95					15	21					21	21
24	Vic Child	98					16	20					20	20
25	Roger Kibble	168	21	2	14	3	34	2	7	7	4	6	20	18
26	Steve Young	73					18	18					18	18
27	Barry Fox	0			13	4			8	6	5	5	15	15
28	David Jensen	68					23	13					13	13
29	Gene Harris	199					24	12					12	12
30	David Cook	123			12	5	33	3			7	3	11	11
31	Bill Wilson	69	18	5			31	5					10	10
32	Doug Hawksworth	26					26	10					10	10
33	Daryl Ruff	67					27	9					9	9
34	Gunther Yip	93	20	3			32	4	13	1			8	8
35	Fred Herfst	96	17	6									6	6
36	Adam Batchelor	12					30	6					6	6
37	Gyle Keating	99							9	5			5	5
38	Todd Blumel	107							11	3			3	3
39	Adrian Harrison	23									8	2	2	2
40	David Taylor	30			15	2							2	2
41	Geff Nuttner	82	22	1	16	1							2	2
42	Leah Matthewson	49									9	1	1	1
43	Derwyn Hughes	85					35	1					1	1

Prairie Region Report

Andrew Baak - Regional Director

Well the summer season is wrapping up as the

leaves fall and the morning air is chilly. The wind and weather has been great but since the nights are getting shorter the regulars had to cut the sailing back to just Sunday afternoons.

The Prairie Region has seen a lot of activity this summer/fall with even some new/used boat movement. Two used boats were sold to new sailors one in Calgary as well one in Edmonton. There are also two sailors in Edmonton that plan on building a IOM's this winter.

The Prairie Regional "September Blender" (September 24-25) was another big success with boats traveling from Vancouver Island and Seattle area. A big thank you to race PRO and CRYA president Lawrie Neish for traveling all the way from Saltspring Island to keep this regatta running smoothly.

The goal in Calgary this year has been to travel to a few lakes in the province. The Calgary

group found Emerson Lake in Highriver, this lake is well exposed so the winds are very steady, and the shoreline is long enough to make very long windward leeward courses. I was able to take a small contingent of sailors to view this lake prior to the Prairie Regional and they were all very impressed, however they did make a few comments that would have to be address before holding a 2 day event here but nothing that cannot be resolved.

Even though the majority of the Calgary boats are IOM'S we are very excited to see other types of boats and would like to encourage those who have a different class to join us on our sailing days. We are always looking for new RC sailors with or without sailboats to come out so if you are in the Prairie Region, know of some RC sailing enthusiasts in Alberta, 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 at <https://www.facebook.com/CalgaryModelSailingAssociation>.

Now the Calgary group will be sharpening up the blades of their RC ice boats so when the ice is thick enough the fast fun begins.

2016 IOM Prairie Regional Regatta Report

By Andrew Baak - Regional Director

The fifth annual Prairie Regional "September Blender" (September 24-25) was another big success with boats traveling from Vancouver Island and Seattle area. Race PRO and CRYA president Lawrie Neish traveled all the way from Saltspring Island to keep this regatta running smoothly.

13 participants arrived on Friday afternoon; first thing to do was to measure their boats, after measuring a few sailors got their boats wet for some fun racing. Friday evening most of the racers went to the Pub just down the street for the Club to grab a bite to eat. Lots of great conversations were had.

Saturday morning the sailors were welcomed by a cool strong breeze with some sailors switching from #1 rig to #2 however they all went back to #1 before the races started. The lake was very choppy which made tacking very challenging so a lot of concentration was needed to keep the boats moving.

As the race PRO Lawrie and his trusted helper "The Commodore" Chris Hunt settled into their comfy chairs to get the days races going a voice could be heard "watch out this is their first time sailing", everyone on the dock just ignored this since it is very similar to statements heard from a few Calgary sailors on a regular sailing day. Well Soon after this there was a little crash a bang and then splash and after a quick assessment it was evident that someone had been knocked off the dock by a novice sailor, sailing a Flying Junior. Well the unfortunate person to go in was none other than one of the sailors from Victoria and he was pulled out very quickly and taken to the club to get dry cloths on and warmed up. After a little time off and a quick trip to the hotel to get some warm clothes on this sailor set up his replacement radio and joined the races only having missed 5 races (average points were granted). The Saturday races were sailed

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around a windward leeward course twice around, with Jerry B being the most consistent, Steve K, Luke H, and Andrew B also sailed consistently. Saturday races concluded around 5pm with the sailors congregating up at the Glenmore Sailing club having some snacks while waiting for the dinner to start. While the steaks were being cooked a tradition and fun event took place, Mr. Barry Fox was honored with a White Hat and made an Honorary Calgarian, by someone with Calgary tourism. After this fun presentation dinner was served, steak, baked potato, salad and cooked veggies were on the menu, a large cake was served up for dessert. The group stuck around talking for a few hours discussing everything from the day's events to boat tuning with lots of good laughs.

Sunday's races did not start with any of the excitement experience the day before, the wind was not as strong, but the sun was shining and the temperature was rising quickly.

The races had a lot of place changes due the changing wind strengths, from drifting to small gusts,

so depending where you were you could go from Zero to Hero or vice versa which was a challenge but fun since all the sailors experienced this at different times.

A total of 22 races were sailed with 3 throw-outs, the sailors in places 2-4 changed positions from the end of Saturday. Prizes were awarded to the top three; as well a Blender was presented to the first place sailor. The other 10 sailors were presented with a take home photo of their boats taken by Andrea B who again did a fantastic job this year. Jerry B sailed very consistently for the third year in a row; Steve K also sailed very consistently and Luke H sailed very well but a few large throw outs on Sunday were tough on his placing but still good enough to make it into the top 3. All the other sailors had moments of glory, one that needs to be mentioned is Mark V who had the last race "IN THE BAG" from the start to the finish leading the whole way around, WELL DONE MARK!!!!

So as we look ahead for next year's event the Calgary sailors have been looking for a location that could accommodate a larger group and increase the size of the sailing area, we have been traveling to Emerson Lake in Highriver, this lake is well exposed so the winds are very steady, and the shoreline is long



Steve K, Jerry B. & Luke H. Second, First and Third respectively

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enough to make very long windward leeward courses. A small contingent of sailors and PRO went to view this lake prior to the Prairie Regional's and they were all very impressed, however they did make a few comments that would have to be address before holding a 2 day event here but nothing that cannot be resolved, so if we are able to make this work the Sixth Annual could be an even bigger event.

I want to thank the Glenmore Sailing club for allowing us to use the sailing club to host this event. Also a big thank you to the planning committee, the people who helped put together the lunches and the Saturday dinner and very big thank you to all the hard

work that Lawrie and Chris put in to get 22 races ran so smoothly.

So pencil in the 3rd and 4th weekend in September and when we have the dates confirmed an update will be put in the Prairie Directors report.

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

Now the Calgary group will be sharpening up the blades of their RC ice boats so when the ice is thick enough the fast fun begins.

Have a fun and safe fall (autumn).



Competitors received personalized photos of their boats

Prairie Regional 19 / 20th September 2015 Hosted by Calgary MSA

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Jerry Brower	42	Lake Stevens	Fractal	37.0	1.0	1.0	1.0	1.0	1.0	4.0	2.0	1.0	10.0	1.0	6.0	1.0	2.0	1.0	5.0	3.0	2.0
2	Steve Kibble	69	Victoria	Goth XP	63.0	3.0	4.0	4.0	2.0	10.0	5.0	1.0	3.0	12.0	4.0	5.0	2.0	1.0	12.0	3.0	2.0	3.0
3	Luke Harwood	95	Calgary	PP 5	67.0	6.0	2.0	2.0	6.0	3.0	1.0	4.0	2.0	3.0	6.0	4.0	4.0	7.0	2.0	1.0	1.0	7.0
4	Andrew Baak	65	Calgary	Cockatoo 2	68.0	4.0	3.0	3.0	3.0	2.0	2.0	3.0	7.0	1.0	3.0	1.0	12.0	3.0	9.0	6.0	4.0	5.0
5	Adam Batchelor	12	Calgary	BritPop!	96.0	5.0	7.0	6.0	7.0	7.0	6.0	10.0	5.0	2.0	2.0	3.0	9.0	5.0	7.0	2.0	9.0	8.0
6	Roger Kibble	190	Saltspring Island	Pikanto	102.0	2.0	5.0	14.0	5.0	5.0	8.0	5.0	6.0	13.0	9.0	2.0	6.0	9.0	3.0	11.0	6.0	4.0
7	BarryFox	0	Victoria	Ska	103.0	7.0	7.0	7.0	7.0	7.0	10.0	6.0	9.0	7.0	13.0	8.0	3.0	6.0	5.0	4.0	7.0	1.0
8	David Cook	03	Victoria	PP3	129.0	4.0	6.0	9.0	4.0	8.0	3.0	7.0	11.0	8.0	5.0	9.0	8.0	4.0	6.0	9.0	8.0	6.0
9	Derwyn Hughes	34	Calgary	Cockatoo 2	147.0	9.0	9.0	10.0	12.0	4.0	11.0	12.0	10.0	11.0	7.0	10.0	5.0	8.0	4.0	13.0	5.0	11.0
10	Mark Verrey	83	Calgary	Brit Pop!	157.0	10.0	8.0	5.0	11.0	6.0	9.0	8.0	8.0	6.0	11.0	7.0	11.0	12.0	10.0	7.0	12.0	10.0
11	Colin Aldridge	90	Calgary	Nimbus	166.0	7.0	12.0	7.0	8.0	11.0	12.0	9.0	4.0	9.0	12.0	11.0	10.0	13.0	13.0	8.0	13.0	9.0
12	Colin Silkstone	168	Calgary	Cockatoo	200.0	11.0	10.0	8.0	10.0	9.0	7.0	13.0	12.0	5.0	8.0	13.0	13.0	11.0	11.0	12.0	10.0	12.0
13	Chris Lemke	04	Calgary	Nemo	205.0	8.0	11.0	11.0	9.0	14.0	14.0	11.0	13.0	4.0	10.0	12.0	7.0	10.0	8.0	10.0	11.0	14.0

IOM Eastern Canadians Regatta Report

By Paul Switzer

The IOM Eastern Canadian Championships was hosted by the Kingston Yacht Club on the September 10-11 weekend in Kingston, Ontario. Racing was conducted in the fresh water of the St Lawrence River south of the breakwater in front of the yacht club. Ten boats from Canada and the United States participated. Eight different designs were represented with four versions of the Goth, MX-7, MX-14, MX-16 and XP, 2 BritPOPs, a Nitro, a Kantun and a Fastone.

strengthened to 15 -18 knots the weeds disappeared and the fleet switched to #2 rigs. A brief shower arrived just before lunch so the fleet retired to the yacht club for sandwiches, fruit and muffins to wait it out. The weather had conveniently cleared by the time racing resumed in a strong SW wind and accompanying waves. Eighteen races were conducted on Saturday. Gary Boell from California established a lead with Baron Bremer from Florida in second place and Paul Switzer of the host club in third.



After a night of thunderstorms which brought a cold front and the odd power outage, Sunday morning was clear and cool at about 15C with a brisk N wind. North is directly offshore at KYC and not a good direction for setting a race course. A course was set at the east end of the breakwater and 2 races were conducted in very tricky wind conditions. The Race Director wisely decided that this was not fair racing conditions and postponed. Again lunch provided the appropriate diversion as the wind gradually backed to NW which allowed a fair course to be set south of the breakwater and 10 more races were run for a total of 30 races for the weekend.

On Friday afternoon and evening as sailors arrived and registration was conducted, a practice course was set and six skippers sailed informal races and familiarized themselves with the local conditions. Kingston produced its typical 15 - 20 knots of SW wind and accompanying 3'- 4' waves in bright sunny, hot, humid weather. Several screams of delight were heard as boats flew down the waves and were knocked flat if they were unfortunate enough to be struck by the accompanying white caps.

Saturday dawned cloudy, hot and humid with a light S wind which reached approximately 10 knots by the time racing began in small waves. The change in wind direction caused some floating weeds early in the day and the mark boat staff did their best to clear the race course. As the wind veered to SW and



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Secretary. Talk to your local measurer or to me if you would like help getting that done. IOM skippers participating in CRYA sanctioned events need to be able to produce boat certificates and prove that skippers are paid up CRYA members in advance of the event.

We intend to block off the same September weekend in next summer's KYC racing schedule so get the word out and hopefully we can expand this event to a larger number of participants.

A note to Canadian IOM sailors. CRYA now produces electronic copies of the annual membership document and the IOM Certificate which in future years we would prefer to be attached to either an online regatta entry process or by email to the regatta host before the regatta. If you have an older paper certificate and would like an electronic one, that can be produced by the Class

Kingston Yacht Club

Overall

Sailed: 30, Discards: 4, To count: 26, Entries: 10, Scoring system: Appendix A

[illegible]

DF65 NCR - Mississauga, ON

By Michael Steele

2016 Dragon Force Canadian National Championship Race Report

October 21st dawned dark and grey, a good day for travelling perhaps, but the inclement conditions did not allow for a course to be set, therefore eliminating any chance for some practice sailing. Competitors began to gather with warm coffee in hand at Lakeside Promenade for check in and technical inspection. Once old acquaintances had been renewed and some new ones made, the topic quickly turned to the weather for Saturday. Conditions were expected to be cold and exceptionally windy with possible gusts of up to 50 km/k. For many this would be a chance to try out there B and C rigs, but for others, the possibility loomed that they would have to stick it out with all they had - an A rig.



Saturday's weather predictions came true and the wind was not only strong but very cold. A North wind made setting a course difficult as the start line did not have the optimum viewing angle ... thankfully this did not present any problem and we only had two over early calls all weekend. A single upwind mark was set along with a reaching offset mark which shot you out to a gate before heading back up the race course again. This was similar to the course at last years regional event and provided some chance taking by the skippers when picking a side of the course to head upwind - gamblers both gained and lost positions based on the shifty conditions making for some exciting finishes. By the end of day one, 5 skippers were in the mix at the top of the leader board. Christian Pavey was getting clean starts and

putting bullets on the board following by a pressing Paul Switzer from Kingston who was making gains by choosing the correct side of the course at the correct times. Fellow A rig only skippers Glen Barrett and Jim Wente did a great job of hanging on for dear life in the strongest gusts and managed to finish the day still at the sharp end. Woodstock's John McKinney was one of the few skippers with all three rigs and used them to his advantage to keep himself in the mix for a possible second day challenge. Lower down the leader board, things were not quite as rosy as the combination of high gusts and leaking boats put Bruce Silzer, David Allsebrook and Ron Jeroy all on the sidelines for a number of races with electrical issues. A special thanks must go out to volunteer and electrical whiz Victor Wong for his immediate help at the pond side to gets some of these boats back in the water . A total of 17 races were completed on day 1 and the skippers were all glad to get out of the cold and head to the Crooked Cue for a warm dinner and racing banter.

Sunday arrived with a nice warming Sun and almost perfect wind conditions. The course now changed to east -west which made it not only longer, but easier to see the start line. Mostly A rig conditions were had all day and the racing was a pleasure to watch as the pack was close at all times. Some drama cropped up late afternoon as Christian Pavey had a winch fail after race 26 with Paul Switzer nipping at his heels in overall points. With the combination of a 5 minute hold and missing race 27, Christian got it all back together again to maintain his lead through to the final race of the day and become the 2016 and first ever DF 65 Canadian National Champion. Paul Switzer followed in second, Barrett in third and Woodstock's McKinney in 4th.

Two other awards were also presented.

Sportsmanship Award - Jim Wente is a rookie Skipper with Metro Marine and finished in 5th position in his first RC regatta ever..... most impressive of all ,



(Continued from page 14)

was that he started and finished all 31 races and was sailing with an A rig for every race. Jim not only handled himself with class on the race course but also lent out some parts to a fellow skipper in need.

Perseverance Award - Tom Madarasz is a guy who races hard every race and comes lakeside with a smile on his face at all times. Tom was often in a race for last place but always kept at it and finished all 31 races - well done Tom.

We were very fortunate to have some great sponsors for this event and I would like to thank Leading Edge Hobbies for lucky draw prizes and Gift



Certificates, HotRC sails.com for three set of sails used in our lucky draw and Dragon Sailing North America for their donation of a New Dragon Flite 95 which was won by Kingston's Paul Switzer.

A huge Thank you must go to our volunteers; Brad Clark, Victor Wong, Stephen Penney and Zoe Steele and Family for the catering.

Editors Note: Steve Penny has posted a great DF65 NCR [video here](#).

Position	Skipper	Sail #	CLUB	Sails	Radio	Points
1	Christian Pavey	48	Metro Marine	Fast	Joysway	45
2	Paul Switzer	45	Kingston MYC	Pollowy	DX 6	56
3	Glen Barret	24	Metro Marine	CARR	DX6i	92
4	John McKinney	10	Woodstock MYC	Pollowy	DX6i	110
5	Jim Wente	40	Metro Marine	CARR	Joysway	147
6	Warren Scott	3	Windsor MYC	Wicksmith	DX5e	152
7	Rick Levick	8	Metro Marine	CARR	DX6i	154
8	Wayne Vierhout	73	Metro Marine	Joysway	DX6i	225
9	David Allsebrook	61	Metro Marine	Joysway	DX6i	235
10	Tom Madarasz	20	Metro Marine	CARR	DX6i	257
11	Ron Jeroy	56	Metro Marine	CARR	Hobbyking	262
12	Bruce Silzer	41	Metro Marine	CARR	DX6i	281

SKIPPER PROFILE – An interview with New Canadian DF 65 National Champion - Christian Pavey

by Michael Steele



Name: Christian Pavey

Age: 41

Occupation: Design and Build management.

Classes: DF / IOM

MS: Congratulations on the winning the Canadian DF National Championship, how do you feel ?

CP: Thanks Michael. Really glad to have you put on a great event for us. I've only ever seen so many giveaways and prizes at Youngstown Level Regatta and in the Mediterranean. 31 races and hot lunch; Great Job Michael!

MS: How long have you been racing R/C sailboats and what got your started ?

CP: About twenty years ago I picked up a half built

Soling and got it the water a few times for some friendly racing with buddies. A few years later I designed and built a balsa planked open one meter. It's like an oversized RG65. I built a Victoria a few years ago for my Grandfather who had built a number of Static model ships when I was a kid. My fascination with boat building really began seeing his work. This season, I launched a modified GothXP IOM that I built but I have by far the most "stick time" on my 2 year old DF. I've never sailed anything that has a better dollars plus build time to time on the water ratio than my Dragon Force... and she fits, fully rigged, in my back seat.

MS: Tell me a little bit about your Dragon Force, anything super cool on your boat ?

CP: She's not black! I made my sails and have a 49g

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(Continued from page 20)

850Mah LiFe to power it but everything else came out of the box, as it should. I'm still using the stock TX/RX. I've done all the hints and tips upgrades, water-proofed electronics with Corrosion X and carry spares of everything I've seen fail in the fleet, ready to hot swap in short order. Everything works, and I'm ready if it doesn't.

MS: How did you feel coming into this regatta ?

CP: Prepared.



MS: What do you feel gave you the edge over the competition ?

CP: My starts. I was usually at the favoured end with speed at GO. It's way easier to win races when you're in the lead 10 seconds into the race. I practiced staying on station and timing for the line at our club nights and Sundays this season. However, it's never over 'till its over. In the pre start of race 27 I had no response from my winch. I got her ashore and replaced the

winch in time to get back in the water during the countdown for race 28. If I wasn't able to do that, Paul Switzer may have been answering these questions right now. He was always close, able to dig his way out of trouble early for good finishes and kept me pressing to hold on to a lead I built on day one.

Great job on your first outing in a DF Paul!



MS: What advice do you have for skippers looking to improve their results on the water ?

CP: I saw everyone make great strides with their tuning this season. You're not really in the game if the boat isn't balanced and capable of speed. The Soch Sails tuning guide is the best I've seen for the DF and makes a great starting point. Next is starts. Again, I was happy to see most boats on the line at go at this event. Then, keep the boat moving fast - the sheet is not a gas pedal and the rudder is a brake. Ask yourself often "if I tack now, will I be making better progress to the mark?" - try sailing the best VMG offered to you.

MS: Can you tell us what is next for you ?

CP: I want to help our local guys at Metro Marine Modellers next season with as much casual coaching as they want. I'd also like to travel with St. George. See how she goes in the US or try to defend the title in Vancouver next season. Ha! I'll see what my family thinks of that.

MS: Thanks for your time Christian and once again, Congratulations on your win and title!

The new Racing Rules of Sailing 2017-2020

John Ball

The new Racing Rules of Sailing 2017-2020 have been released and come into effect January 1st, 2017. They may be downloaded for free from this link and don't forget to save them on your computer for future reference. [http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf)

To find the changes when reading the RRS, look for the vertical line (change bar) in the right margin.

Unfortunately, the changes in Appendix E are harder to find as the change bars were omitted!

So let's look at any changes that may affect RC racing, and there are a few! Of most interest are those changes that related to Part 2 When Boats Meet. And the good news is that there are no changes in R 10 through R 17.

The main changes are in R 18 Mark Room. The first is a 'new and improved' statement of when Mark Room ceases to apply. I would describe this change as housekeeping, as it really does not seem to change how we sail around the mark. This change is in R 18.2.d and the old R 18.2.d and R 18.2.e are renumbered accordingly.

(d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *markroom*, or if she passes head to wind or leaves the *zone*.

New R 18.3 Tacking in the zone. This next change is very important to note as it affects how we round the mark. The new R18.3 Tacking in the Zone is now more restrictive in two ways. First, it only applies when rounding Marks to Port and NOT for Marks to Starboard. Second is that it changes the 'luffing above close hauled' restriction when both boats tack inside the zone.

18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

That phrase that I have underlined is the BIG change of this new edition of the rules. Previously, to gain the protection of 'luffing above close hauled' in R 18.3 you just had to be on starboard tack, BUT now you have to be on starboard tack PRIOR to entering the zone to gain that protection. Basically, this change says that if two boats both tack (pass head to wind) in the zone, then R 18.3 does not apply and consequently R 18.2.a applies. R 18.2.a says that when it applies, and two boats are overlapped in the zone, the outside boat gives mark room to the inside boat. This change has serious implications and deserves its own Tactics Article - so stay tuned!

The other changes are more administrative. Here are some that may relate to RC sailing.

Definitions now include one for "support person". This will help clarify the role for a helper for a skipper with a disability.

Part 2 Preamble: boats can now be DSQ for breaking R 14 Avoiding Contact and causing injury or serious damage (as well as 24.1) when not racing.

Penalty for breaking R 2 Fair Sailing, can now be DSQ or the even more expensive DNE (non-droppable version of DSQ).

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R 3 Acceptance of rules is completely re-written. This item is a mixed blessing - it recognizes the need for a support person to assist a sailor with a disability or a parent to assist a junior. However, note that if you have a 'support' person, that person is now covered by the rules, and you are responsible for their conduct and may be protested for anything they say or do just as if they were part of your crew.

New rules R 6 and R 7 - cover betting/anti-corruption & disciplinary code.

New R 19.1.b Rule 19 applies between two boats at an obstruction except when rule 18 applies between the boats and the obstruction is another boat overlapped with each of them. This change removes an ambiguity between R 18 and R 19, to prevent them both applying at the same time.

R 20 Hailing for Room to tack has been re-written. It now states when boats may hail, rather than when they shall not. In the new version, you have to hail for room to tack "when you will soon need. . ." and then wait for the other boat to respond - so as in the current rules, you MUST NOT hail and tack simultaneously. Note that R 20.2 RESPONDING has not changed.

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*.

However, she shall not hail unless

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

R 21 Exoneration has moved from Section C to Section D. The significance of this change is that R21 Exoneration is no longer just limited to the rules of Section C At Marks and Obstructions. The effect of this change is that rule 21 will apply to situations where a boat is entitled to room to keep clear, as well as situations where she is entitled to mark-room or room to pass an obstruction.

R 24.2 is rewritten but looks like housekeeping as the intent seems to be the same as the current version.

24.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

R 30.3 Starting Penalties New "U flag" rule.

This is a new and good variation to the old R 30.3 Black Flag rule in that it doesn't carry over if the start is again given a general recall or the heat is abandoned and resailed. So if you are called for being in the 'forward triangle' and given a DSQ, but then the heat is called off and restarted, you are allowed to reenter the heat. The Black flag rule is still there and is renumbered to R 30.4.

30.3 U Flag Rule

If flag U has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resai

(Continued from page 19)

R 60.4 New rule. Technical committees may protest.

R 60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69.

R 63.4 conflict of interest. New rule - This rule goes along with a new definition Conflict of Interest and will help in the Protest Room as it shows the kind of 'grounds' for a conflict of interest objection.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

R

63.7 Broadened to conflict between rules, not just between the NoR & SIs.

R 64.3 - Housekeeping on class rule protests.

R 64.4. New rule: Decisions concerning support people.

R 69 Misconduct is rewritten.

R 78, 84, 85, 86 housekeeping.

Appendix E Changes. These directly affect RC sailing.

E.1.2(b) Terminology slightly changes the definition of 'Competitor'

E 3.7 is updated for the new Code Flag U change

E3.7 U Flag and Black Flag Rules

When the race committee informs a boat that she has broken rule 30.3 or 30.4, the boat shall immediately leave the course area.

If Code Flag U is in effect and you are called for being in the 'Forward Triangle' you must leave the course area immediately, but stay available in case that start is given a General Recall or abandoned - as you will be allowed back in. Black Flag in effect- as before - get clear immediately, and you might as well pull your boat out of the water.

E4.2 Outside help has been rewritten. The main change is item c) in that that you are once again able to receive help from a race committee/rescue boat. Also note item e) which clarifies the observer, and the However clause at the end of E 4.2 that relates to penalties if you gain significant advantage from the help.

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

- (a) help needed as a direct result of a competitor becoming ill, injured or in danger;
- (b) when the boat is entangled with another boat, help from the other competitor;
- (c) when the boat is entangled, or she is aground or in danger, help from a race committee vessel;
- (d) help in the form of information freely available to all competitors;
- (e) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.

However, a boat that gains a significant advantage in the heat or race from help received under rule 41 may be protested and penalized; any penalty may be less than disqualification.

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E 6.6 Redress is updated to remove the phrase 'and as a result retire' to remove a contradiction that existed in the previous rule book.

E 8 Identification on Sails is completely rewritten, however the intent does not change with one exception.

E6.6 Redress

Add to rule 62.1:

(f) becoming *disabled* 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.

The old E8.b.3 is gone! That was the part of the rule that dropped the leading zero in sail numbers in the range 00 - 09. So we are back to two digit numbers. If like me, you happen to have a single digit sail number to comply with RRS 2013-2016, there is now a grandfathering clause imbedded as G1.1.b that allows grandfathering of existing single digit numbers except at World and Continental Championships.

Looking for Assistance ID'ing a boat

A request was submitted to the CRYA for help identifying a boat, along with any other info that might pertain to this hull/design. Here is the request along with some photos;

I've recently retrieved the boat that was passed along by my father. It was built in 1936, in Montreal, where apparently there was a fleet racing on Beaver Lake or Mount Royal.

Once I figure out what the design is, I'd like to fix it up with my son, have a new rig/sails setup, and convert to remote control.

Any comments, advice appreciated.

The boat measures 59" long and is 10" wide.

Regards,
Derek, Vancouver BC



If you can assist, please send me an email via the CRYA web contact form here: <http://crya.ca/communications-director-contact/>

Editors note:

There was no report submitted for the DF65 Western Regionals held at Steveston, BC on Oct. 2nd, but some photos can be found here:

<http://www.bammrc.com/sailing-page>

DF Western Regional 2016

2nd October 2016

Hosted by
Burnaby AMM

Position	Skipper	Sail #	Club/City	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Bob Lewis	27	Vancouver	19.0	6.0	1.0	7.0	3.0	1.0	1.0	3.0	1.0	1.0	3.0	4.0	1.0
2	Paul Kantor	36	Coquitlan	22.0	1.0	9.0	5.0	2.0	2.0	2.0	1.0	3.0	4.0	1.0	1.0	14.0
3	Nigel Ashman	28	N. Vancouver	29.0	5.0	2.0	2.0	4.0	4.0	3.0	2.0	2.0	6.0	4.0	3.0	3.0
4	Jerry Brower	42	Lake Stevens	30.0	2.0	4.0	1.0	1.0	3.0	6.0	9.0	6.0	3.0	2.0	2.0	7.0
5	Al Oliver	11	Steveston	57.0	4.0	3.0	4.0	5.0	6.0	10.0	7.0	8.0	8.0	8.0	8.0	4.0
6	Wilson Chong	34	Surrey	57.0	7.0	8.0	6.0	6.0	8.0	5.0	6.0	4.0	5.0	7.0	6.0	5.0
7	Michael Kidd	73	Steveston	59.0	3.0	10.0	3.0	12.0	5.0	11.0	5.0	5.0	12.0	6.0	5.0	6.0
8	Craig Scamehorn	68	Bellingham	74.0	11.0	11.0	12.0	11.0	7.0	4.0	11.0	7.0	2.0	10.0	9.0	2.0
9	Gunther Yip	37	Vancouver	88.0	8.0	6.0	9.0	7.0	11.0	13.0	4.0	10.0	13.0	12.0	12.0	9.0
10	Pat Dion	72	Vancouver	91.0	14.0	5.0	8.0	8.0	13.0	8.0	12.0	14.0	9.0	9.0	11.0	8.0
11	Tony Cox	0	Langley	99.0	10.0	7.0	10.0	10.0	12.0	7.0	14.0	9.0	10.0	11.0	13.0	13.0
12	Bob Hoogstins	54	Langley	103.0	9.0	13.0	14.0	9.0	10.0	12.0	10.0	13.0	7.0	13.0	10.0	10.0
13	Peter DeGroote	47	Langley	107.0	12.0	12.0	13.0	14.0	14.0	14.0	8.0	11.0	14.0	5.0	7.0	11.0
14	Jeff Lustick	2	Bellingham	117.0	13.0	14.0	11.0	13.0	9.0	9.0	13.0	12.0	11.0	14.0	14.0	12.0

The last word!

Old wooden model boats never die!

They just get put out in the garden in the fall when it's time to pack up for the coming winter.



Canadian Radio Yachting Association

Membership Application/Yacht Registration/Yacht Transfer

Renewal:		Or New Member:		Date:		
Member #:						
Name:						
Address:						
City:				Province:		
Telephone:				Postal Code		
Email Address: (for CRYA Newsletter)						
Club Name:						
Annual Dues:	\$	\$15.00				
Yacht Registration Fee	\$	\$5.00 for each new or transferred yacht				
Total	\$	Make Cheques Payable to CRYA or go to CRYA.ca to use PayPal				
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