

# NewsLetter



Solings on Father's Day in Lunenburg

## A Little Action From Opposite Ends Of The Country



IOMs at Coastal Cup Event #4 at Saltspring Island



**Summer  
2017**

## CRYA: Canada's Radio Control Sailing Authority

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

We are not a class association of the CYA.

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

For membership information please contact the Treasurer/Registrar. The annual membership fee is \$15 and there is a fee of \$5 per new or transferred boat. On registering one's boat, a unique hull or sail number is issued which enables the yacht to compete in official racing events in Canada and in other Countries.

## Canadian Radio Yachting Newsletter

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

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

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

## A Short Editorial

As you read through this issue you will maybe find the content a bit brief. You may also note on the masthead on the next page that we are a little shy for volunteers for a few position.. This issue is being put together by the "Secret Editor" in order to get some necessary information in your hands.

If you see a position on the masthead that holds some interest for you, maybe drop the President a line and jump in to help keep the organization functioning properly. More people doing a little bit of work keeps things rolling better than have just a few people picking up all the bits and pieces that have to be done.

Think about it and stand up to help.

Also pay attention to the motions that were passed at the last AGM. When they are implemented later this year there will be even more opportunity for you to contribute to Radio Sailing in Canada.

## 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.

Position	Name	Address	Phone/Fax	Email
President	Lawrie Neish	Saltspring Island, BC	250-537-2053	president@crya.ca
Past President	Gary Bugden	Bedford, NS	902-835-5006	pastpresident@crya.ca
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Treasurer	Aileen Neish	Saltspring Island, BC	250-537-2053	treasurer@crya.ca
Technical Director				technicaldirector@crya.ca
Communications Director				communications@crya.ca
<b>Regional Directors</b>				
Western	Roger Kibble	Saltspring Island, BC		westdir@crya.ca
Prairies	Andrew Baak	Calgary, AB	-	prairiedir@crya.ca
Ontario	Paul Switzer	ON	519-848-5749	ontariodir@crya.ca
Quebec	George Robertson	Hudson, QC	450 458 4845	quebecdir@crya.ca
Maritimes	Bob White	Dartmouth, NS	902-488-1601	maritimedir@crya.ca
<b>Class Secretaries</b>				
EC 12	Bob Boutilier	Bedford, NS		ec12secy@crya.ca
International Classes	Executive			intclasses@crya.ca
IOM	Barry Fox	Victoria, BC	250-294-0350	iomsecy@crya.ca
US1m	John Helmer	Tecumseh, ON	519-735-8522	us1msecy@crya.ca
Victoria	Executive			victsecy@crya.ca
Soling 1M	Executive			solingsecy@crya.ca
Mini 12	Bernie Reid	Ottawa, ON	613-596-4595	mini12secy@crya.ca
RG-65 DF	Wilson Chong	Surry, BC		dfrg65@crya.ca
<b>CRYA Official Measurers</b>				
British Columbia	Lawrie Neish	Saltspring Island, BC	250-537-2053	westmeasr@crya.ca
British Columbia	Nigel Ashman	Vancouver		vanmeasr@crya.ca
Alberta	Hans Konig	Calgary		prairiemeasr@crya.ca
Quebec	Dennis Edge	Beaconsfield, PQ	514-630-3777	quebecmeasr@crya.ca
Ontario	Paul Switzer		613-634-1140	ontkingmeasr@crya.ca
Ontario	Marko Majic	Mississauga, Ontario	905-625-2301	onttormeasr@crya.ca



## President's Report

I start this report from a personal point of view. This past six months has not been easy and I spent a considerable portion of this time viewing the world through a hospital window watching snow falling and the winter passing. The hospital sojourn was followed an equal length of time on a home IV program and I continue munching antibiotics with a month still to go. My problem was spinal abscesses and the resulting pain did not allow me to sit at a keyboard for the best part of two months and still is a factor in my life.

Annual General Meetings are held once a year to consider reports. The Treasurer's report being the one which controls the timing of when an AGM can be held. In our case, the financial statement could be expected early in the following calendar year. This means that the 2016 financial statement is reviewed in the 2017 AGM. Its availability starts the AGM process.

I would like to thank Roger Kibble for notifications sent out via the internet and my older daughter

who came to visit and finished stuffing and stamping envelopes on my hospital bed much to the entertainment of nurses and doctors. I apologise for the delay and for lack of an explanation of the motion presented.

The motion presented at the AGM was basically aimed at meeting Federal requirements – it was not to add to the President's power quite the contrary it dissipates it. Simply put - three elected directors can only appoint one non-elected director. Electing the two appointed directors removed the problem and adds the possibility of appointing a further two appointed directors. The two appointed directors in the past have become known as the Technical Director and the Communications Director. The latter was more commonly known as the newsletter editor. The motion left both with duties undesignated which allows for changing needs. For example, it may well be appropriate to assign the care of the website and newsletter to one of the two as a Communications Director.

The motion passed with the required majority and the result is posted elsewhere in this Newsletter

The motion also effectively split the Treasurer/Registrar position into its two component duties the treasurer and the registrar. There are two main reasons for this change. The first being we found it impossible in four years to find a treasurer. The position really requires little work. When the CRYA incorporated, Aileen was pressganged into the position.

The second reason is the registrar's position is another matter and is, perhaps, the most demanding director assignment. It requires nightly work all year round and some nights become days. And, to combine it with the treasurer makes finding a volunteer for both well nigh impossible.

Hopefully these changes will make it easier to find individuals to take on these duties.

- Lawrie

## Personal Sail Numbers

Are what they say. They belong to an individual and not a boat and are issued by National Authorities to individuals.

A personal sail number other than a "vanity" is probably most useful to a member with two boats in a class and one good set of sails he, or she, likes to switch between boats. It can also be used to avoid re-numbering sails for example, in a boat being transferred in from another National Authority. That the sails may be replaced with new sails and be correctly numbered was the reason for a yearly payment.

I had thought that the website Personal Sail Number page was reasonably clear but it seems that it confuses some members holding PSNs. A

PSN is issued to a member for a yearly lease payment of \$5. And, assigned for five years, when it could be renewed or released to another member. Non-payment of the annual fee voids the number and the PSN must be removed from the member's boat sails and replaced with its correct sail number (last two digits of its hull registration number).

We have drawn attention to some PSN holders of their being delinquent! The alternative which reduces the executive work would be to issue it for five years for a payment of \$25. This is being considered.

-Lawrie



## Registrar And Treasurer's Report

Membership dues for 2017 are still trickling in and membership stands at 180 active members with a further seven members with dues paid for 2018 and a further two with dues paid to 2019. This is slightly better than last year at this time but as the 2018 and 2019 memberships were paid in 2016 there will be a drop in income from this source.

Boat registrations and transfers will likely result in little of no change in income from this source.

There are, however, some notable differences with Ontario suffering a decline from over 100 members at the end of last year to 72 this year and this includes several new members. West Region on the other hand despite having 10 members who have not yet renewed so far are well ahead of their last year ends member total.

Prairie Region has an increase with only one non-

renewal

Quebec and the Maritimes, like Ontario, have suffered a decline with 8 members who have not renewed so far.

A substantial number of non-renewals are "one year" members

New boat registrations are about par for the course and total 43 to date consisting of 15 IOMs, 10 DF 65s, 6 Solings. The balance consists of DF 95s, a Six Metre, two Marbleheads, a Victoria, an EC12. etc. Transfer of ownership mainly concerned IOMs and in effect were new boats registered by the builder and re-registered by the new owner. This affects the number of new IOM skippers

ACN / WLN

## Results From the Annual General Meeting

Dear Members,

I conducted the count of the motion presented at the 2017 AGM and the result is as follows –

Number of members in Good standing	103
Number of ballots returned	61
Yes	49
No	11 (including one by email)
Abstained	1
Spoiled	0
Number of mailings returned as not deliverable -	4

Roger Kibble, West Region Director

Note

A 2/3 (66 2/3) majority is required to approve, the motion passes with a majority of 80%

A further five ballots from Canadian postal codes were received after the count which if counted would have increased the majority to 82%.

Votes from Snowbirds were returned well ahead of the deadline

WLN.

## Atlantic Region News

The 25 members of the Halifax and area Model Yacht Club are basically the sole club in the east. We have often hoped for sister clubs in the region and had targeted Sydney, Annapolis Royal, and Moncton. In addition we have established Lunenburg and have conducted two Soling 1 Meter national regattas at this location. Through attrition, several of the Lunenburg skippers have moved from the area, however we still sail there on occasion.

A long, cold winter was followed by a wet and windy spring. While this would normally curb enthusiasm, not so as we have some new members who never miss a regatta and more than a dozen of our members sail out of

Florida all winter and are keen to pick up where they left off.

We are blessed with having caring and sharing members, the Goddard's, Boutiliers, Bugdens, who have sailed to national and international fame and are always ready to help anyone at anytime. These skippers and a number of others help all of us raise our game and help promote Model yachting in our area. Hats off to them as well as the Victors and Brian's and Mikes who are so skilled on the building and repair and painting end of things.

While we have a lovely pond to sail, we have had ongoing weed issues (sound familiar?), and by

mid June or earlier as was the case this year have had to abandon the pond until the fall. For the past several years we have been on the lookout for an alternative site and remain hopeful. We have a new small but growing fleet of ECs that fare far better than the Soling 1 Meters.

In closing, we invite any travelling skippers to contact us on our website as if you are in the area, we would love to sail with you and exchange fellowship as well as sailors tales. [www.hamyc.ca](http://www.hamyc.ca)

Submitted, Bob White, district rep and commodore





## Sanctioned Regattas, Regional and National.

It is the responsibility of Regatta Chairs to ensure entrants comply with the CRYA Bylaws and the Class Rules. By far the best way to deal with this is to require Proof of Membership and Proof of Registration to accompany entries before accepting the entry. In some cases, Class Measurement Certificates should also accompany the entry form. It is better to not to have the

situation of an entrant showing up at the event with missing Proofs or to drop in on the morning of the event. These events are not club gatherings!

Several years ago, I was asked to void the results of a National Championship as there were several non-members sailing in the event. It is not pleasant having to deal with this – even more so when one of the “criminals”

had not been a member of the CRYA for four years and had sailed in regionals and nationals in each of the four years and perhaps should have known better.

We are happy to check the event entries for you if you supply an entry list.

- Lawrie



**A Little Summer Sailing on Long Lake in Nanaimo, BC**



## Prairie Region News

The season is in full swing on the Prairies.

The Prairie Region is busy working on the scheduling of a lot of activity for this spring and summer. There are even some new/used boat movement as well as one fantastic new woody under construction, it is an Alternative designed by Brag Gibson and 2 newer Kantun's arrived from Washington State.

The Calgary Model Sailing Association is very excited to announce that their annual "September Blender" 2017 edition will be the Canadian IOM Nationals at Emerson Lake, High River Alberta on September 21-24. The tentative plan is for Thursday afternoon measuring with an informal meet and great then racing Friday, Saturday and Sunday. Sailing will be at Emerson Lake, a fresh water

lake located with-in a residential community in the Town of High River. There are very limited obstructions for the prevailing westerly winds, the shape of the lake does allow for walking on all sides, and lengthy courses can be set to all wind directions. This lake has minimal weed with a pebble wet launch. The lake is stocked with rainbow trout which can regularly be seen jumping.

High River is located 1 hour South of Calgary along Highway 2 Highway.

Two Calgary sailors sailed at the Beaver Fever in Victoria BC in March, the two sailors really had a great time, both finished 2<sup>nd</sup>, one in Gold fleet and one in Silver fleet. They both really learned a lot and met new friends.

There has been some boat movement with three IOM's

making it into new sailor's hands to boost our competitive fleet.

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>*.

Have a fun and safe summer  
Andrew Baak  
Prairie Director



**Panoramic View of Emerson Lake in High River, AB**





## The Wicked Web

Late last year some “upgrades” and other changes were made to the underlying operating system of our web site. This has caused considerable problems in its operation at this end.

These changes were not made by the builder of the site, Mobius, who is no longer available to us.

If you have not experienced problems then all I can say is you have been fortunate, but at the receiving end it has been somewhat of a nightmare for an organisation which depends on its web site for its

operation.

Fortunately, Membership Applications have continued to function and I can work out boat registrations from



accessing the Treasurer’s computer and PayPal notifications.

Anyone who is contacting directors and others can lead

to endless entertainment especially if it comes from out side of the CRYA membership.

Last year we budgeted for work on the website but estimates of the cost were higher and three directors rejected approving the estimate.

It is now being worked on initially fixing the “upgrade”.

-Lawrie

## Somebody Changed Some Rules

I know that you all know but . . . We have a new set of rules to sail by now as the RRS (Racing Rules of Sailing) is now in the 2017—2020 version.

If you aren’t aware, there are some Sail Canada Prescriptions in effect that affect a few of the rules in both the regular rules sections as well as in Appendix E, the section that alters the rules for Radio Sailing.

For past versions, I always just waited for the neat commercial versions to get published as I liked how they described how many of the rules can actually be applied.

This spring I attended a Sail Canada sponsored seminar on being a Club Race Officer and to get the most out of that you needed to have the latest version of the RRS. The Sail Canada versions were available at the

seminar so I picked one up.

Out of that I found that there were some of these prescriptions in effect from previous years. I was interested to see how they showed up as I was aware that one had been put into effect on a trial basis (that will be a 4 year trial!!!) concerning how to hail under Rule 20. And there it was.



But then I found out there is one that defines how sail identification is applied to ALL CRYA classes. That has caused a bit of angst in some of the smaller classes.

So the result is that we need to have a copy of the Sail Canada

version of the RRS around at events to make sure we are using the right version for Canadian races and also to know that these same changes likely, at this point at least, don’t apply when we race out of country.

A bit of education for me and some of it might be waiting to catch you one day.

As far as the changes for this rule set affect radio sailing, go to this website for a good review of what has changed and what it means.

<https://sites.google.com/site/johnsrcsailingrulesandtactics/>

-Barry Fox



## Western Region News

I'm pleased to report that IOM sailing in the west is advancing on all fronts.

Sailing in Victoria at Beaver Lake has continued with strong attendance from both locals and visitors from Salt Spring, Vancouver and Nanaimo. Barry Fox and Peter Stevens with help from Steve Kibble and Adrian Harrison have kept interest high and the racing has been well attended and become ever faster because so many new boats have been acquired. Barry Fox now has his new V8 going well, both Herbert's have new wooden IOM's which are not only fast but are breathtakingly beautiful.

Unfortunately, in the spring the local parks board announced that they intend to rebuild the Beaver Lake service building for some reason and so cancelled our dinghy storage facility. However, the group rallied and organized an alternative plan with trailers and nearby storage. Nothing can stop this IOM enthusiasm! This complication provoked more attendance by Victoria sailors at the regular Long Lake sailing north of Nanaimo. Here Stan Schofield impressively arranges the race series and often 10 or more

boats race on this attractive Lake. Winds are often shifty and racing has been very competitive. John Ball, Stan, Bob Copley and Gerald Nutter are regulars with Barry Fox, Roger and Steve Kibble and the Herbert brothers often attending to swell the ranks.

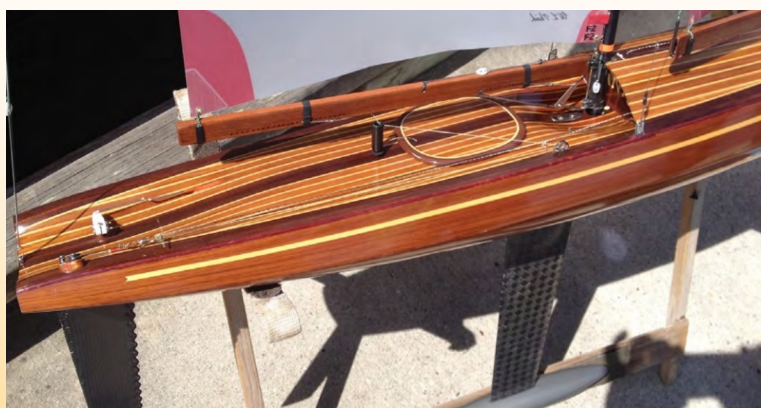
Three 2017 Coastal Cup events have been held at Victoria, Long Lake and Saltspring. The Long Lake event attracted 19 entries and because of the dock capacity we used the SHRS heat management to run it as two fleets, culminating in a gold and a silver division run off. This event even lured Wilson Chong, Gunter Yip and Rob Mulder to come over from Vancouver and Jerry Brower and Craig Scamehorn to drive up from the US. The first of two Salt Spring events attracted 8 boats for a 1 day sailing and then the second one was a mini version of our familiar Nationals/ Regional events of the past with 13 boats on the line and just terrific winds for both days of that event.

The next Coastal Cup event is in Vancouver likely to be held at an exciting new location in Richmond. Rob Mulder, Nigel Ashman have

been quietly building the IOM interest in Vancouver that has culminated in a Coastal Cup event to be held on July 9<sup>th</sup>. Rob Mulder expert boat builder of Otters has helped this Vancouver group acquire fast, competitive boats. It was good to see Allan Gardner at Long Lake helping out. All this reflects serious explosion of IOM interest in BC with more candidates coming every week.

On April 23<sup>rd</sup> the "most Challenging RC race on the planet", the Great Ocean Race around Protection Island off Nanaimo was held and attracted IOM entries from Roger and Steve Kibble. Tim Daniel who races a RC Laser arranged local chase boats for us. The course is around Protection Island starting and finishing in front of the Newcastle Island Pub. The race is an absolute blast with great hospitality and excellent organization. We encourage many more IOM sailors to enter next year. Steve Kibble won overall this year with expert sailing in variable breeze.

Roger Kibble



**Graham**

**The Herbert Brother's Wooden IOMs. Note Graham's 20 mm Wooden booms that give superior anti-flex characteristics. Martin has added this feature since his photo was taken.**

**Martin**



## Quebec Region News

We have had a very late start to the racing season this year.

High water and bad weather delayed the start of racing 'till the end of June.

Even then, we were only able to get in a few days of racing before the Soling 1m Annual Summer Regatta on July 16th.

It turned out to be a good weather day for a change, with 12 skippers on the line for a 10 start. 5 were from out of town and 7 skippers from the HYC fleet. It was looking good for the home team when lunch time came.

Ed Cowell from HYC had won 6 of the 7 races. However, his boat went US when we went back in the water for the 5 afternoon races and the boys from Kingston took the day.

John Lowther placed 1st and Paul Switzer came 2nd. Ian Peck from HYC picked up the 3rd place award.

Still a great day of sailing for everyone.

Time for a cold one

We were delighted to be joined by Roy Folland for the social hour. Roy has been in the hospital for some time with major health problems so it was great to see him at the club again to meet with his old Soling pals.

Roy was one of the founders of the Soling fleet at HYC and well known to the whole Soling 1m gang across Canada.

We'll be club sailing 'till late Sept. if the weather gods give is a break.

Our next Regatta is scheduled for Sunday on Labour Day weekend. The NOR is on the CRYA site. Hope you can join us again.

George Robertson  
Quebec Region Director



**John Lowther and Paul Switzer With The Spoils of The Competition**

### The Whole Crew Joined By Founding Member Roy Folland





More Photos of The Quebec Action





## Ontario Region News

Spring 2017 has been the year of high water in Ontario at least for the Great Lakes and its tributaries and the St Lawrence River and that has had a significant impact on several sailing venues. Lake Ontario rose to 1.6 metres above datum in May and is still 1.5 metres above datum as I write this in July. This is by far the highest water level in over 40 years and was apparently caused by an unusual winter thaw in the Great Lakes watershed. As a result many yacht clubs, marinas and waterfront homes have been impacted and some significant big boat regattas like the annual Lake Yacht Racing Association regatta have been cancelled because of the impacts on the Rochester and Genesee Yacht Clubs.

Within the RC fleets the Mini 12 fleet at Quinte Model Yacht Club has been unable to sail because Victoria Point and the Bay of Quinte Yacht Club where they sail is flooded and cannot be accessed except by water. A similar situation occurred at Kingston Yacht Club where the IOM fleet has just begun racing in July rather than May in a normal year.

Now for the good news. The water is receding slowly but steadily so Kingston will be back to normal for the IOM Eastern Region regatta September 9/10. In Ottawa the Andrew Heydon Park pond avoided the floods which inundated Britannia Yacht Club so the Mini 12 fleet there has been sailing but are encountering more weeds than in previous years. They have developed a neat RC air boat for rescuing stuck boats. Friday July 7 they were able to host their annual scale model day and six interesting scale models including Bristol Channel Cutters, schooners and sloops sailed in light wind conditions.

Metro Marine Modellers in Toronto have virtually lost their Humber Park Pond location due to weeds but have been able to conduct a full schedule at their Lakefront Promenade Park location in Port Credit. May 27/28 they were superb hosts of the Soling One Meter Canadian Championships. The regatta was attended by 22 skippers; 13 from Ontario, 1 from Quebec, 3 from Nova Scotia, 2 from Michigan, 2 from Massachusetts and 1 from

Virginia. Paul Switzer from Kingston won by 1 point over Jim Goddard of Dartmouth with Marc Smith of Virginia in 3<sup>rd</sup> place. I encourage you to start thinking about hosting the 2018 Canadians at your venue. There is a core group of great sailors who like to travel for this regatta so it is always good racing.

MMM also hosted the Colenbrander Cup on June 18 with 17 Solings attending won by Michael Steele of the host club with Paul Switzer in second place and Ron Prokop third.

I have returned to the Ontario Regional Director role after a few years absence and I would welcome information about your fleets and their activities. I will write articles about your fleets if you send me the information or ensure your articles are published in the CRYA newsletter if you ask me to help. Maybe I can coordinate inter fleet interactions if there is interest. Let me know how I can help and enjoy the rest of the sailing season.

Paul Switzer  
Ontario Regional Director

## Speaking of Ontario

### Eastern Canadian Regional IOM Championship Regatta

Hosted by Kingston Yacht Club

September 9—10, 2017

NOR Available At

<http://www.kingstonyachtclub.com/UploadedFiles/KYC-IOMEasternChamptionships-2017-NOR.pdf>

**Entries Are Coming In Already, Get Yours In Today**

# Results

## 2017 Soling One Meter Canadian NCR

May 27-28, 2017

Hosted by

Metro Marine Modellers, Mississauga, Ontario

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	Paul Switzer	569	Ontario	Red	40.0	2.0	8.0	2.0	4.0	9.0	9.0	3.0	6.0	4.0	4.0	2.0	1.0	3.0	1.0	4.0	2.0	2.0
2	Jim Goddard	544	Nova Scotia	Red	41.0	5.0	1.0	1.0	1.0	4.0	8.0	2.0	2.0	1.0	1.0	1.0	6.0	4.0	9.0	5.0	7.0	9.0
3	Marc Smith	81	Virginia	Orange-blue	55.0	6.0	13.0	10.0	8.0	2.0	4.0	1.0	1.0	2.0	9.0	7.0	2.0	5.0	2.0	3.0	8.0	4.0
4	Gary Bugden	213	Nova Scotia	White	67.0	2.0	2.0	5.0	5.0	6.0	2.0	10.0	12.0	14.0	2.0	6.0	3.0	6.0	4.0	8.0	6.0	12.0
5	Herb Dreher	734	Massachusetts	Orange	70.0	1.0	4.0	9.0	7.0	1.0	6.0	6.0	3.0	10.0	20.0	21.0	13.0	10.0	3.0	2.0	5.0	3.0
6	Michael Steele	190	Ontario	Grey	77.0	8.0	6.0	4.0	3.0	3.0	7.0	5.0	7.0	3.0	5.0	9.0	10.0	12.0	6.0	6.0	11.0	5.0
7	Mike Vanover	24	Michigan	Orange	82.0	1.0	10.0	3.0	9.0	7.0	5.0	4.0	5.0	6.0	4.0	9.0	8.0	11.0	9.0	12.0	8.0	
8	Bob Boutiller	57	Nova Scotia	Camo	84.0	4.0	7.0	14.0	2.0	5.0	12.0	7.0	5.0	9.0	11.0	3.0	5.0	1.0	14.0	17.0	3.0	10.0
9	Ron Prokop	243	Ontario	White	98.0	7.0	5.0	6.0	11.0	10.0	16.0	17.0	15.0	15.0	7.0	11.0	4.0	2.0	8.0	7.0	4.0	1.0
10	John McKinney	173	Ontario	White	100.0	4.0	3.0	8.0	6.0	13.0	3.0	8.0	9.0	7.0	8.0	13.0	18.0	20.0	7.0	1.0	10.0	13.0
11	Frank Vella	5	Michigan	White	119.0	3.0	9.0	7.0	12.0	8.0	1.0	11.0	8.0	6.0	12.0	12.0	16.0	19.0	14.0	10.0	9.0	11.0
12	Vern Cantlon	488	Ontario	Red	143.0	3.0	12.0	18.0	16.0	11.0	11.0	19.0	17.0	17.0	10.0	10.0	19.0	7.0	10.0	11.0	1.0	7.0
13	Tim Peat	70	Ontario	White-red	148.0	9.0	17.0	12.0	14.0	18.0	13.0	14.0	14.0	8.0	3.0	5.0	8.0	11.0	18.0	18.0	14.0	6.0
14	Ron Jeroy	99	Ontario	White-red	155.0	7.0	19.0	11.0	15.0	15.0	17.0	12.0	10.0	11.0	14.0	15.0	7.0	9.0	5.0	12.0	13.0	14.0
15	Victor Wong	08	Ontario	White-orange	199.0	9.0	15.0	16.0	20.0	12.0	18.0	13.0	16.0	18.0	13.0	8.0	11.0	15.0	16.0	19.0	20.0	19.0
16	Charlie Mann	152	Ontario	Blue-white	199.0	5.0	16.0	17.0	17.0	23.0	14.0	15.0	11.0	13.0	17.0	14.0	15.0	16.0	19.0	14.0	21.0	15.0
17	Jim Linville	90	Massachusetts	White-green	206.0	11.0	20.0	20.0	13.0	17.0	10.0	9.0	13.0	19.0	18.0	19.0	12.0	14.0	22.0	15.0	16.0	20.0
18	George Pollowy	29	Ontario	White	206.0	8.0	14.0	19.0	10.0	14.0	20.0	21.0	23.0	12.0	16.0	22.0	14.0	17.0	17.0	13.0	15.0	17.0
19	Graeme Welch	46	Quebec	Yellow	223.0	6.0	11.0	15.0	19.0	23.0	15.0	16.0	18.0	16.0	15.0	16.0	20.0	21.0	20.0	21.0	18.0	18.0
20	Tom Madarasz	53	Ontario	White-red	235.0	10.0	18.0	14.0	18.0	16.0	22.0	18.0	20.0	20.0	19.0	18.0	21.0	18.0	15.0	16.0	19.0	16.0
21	John Rankin	244	Ontario	Purple	252.0	10.0	22.0	21.0	21.0	19.0	21.0	22.0	21.0	22.0	22.0	17.0	17.0	13.0	12.0	20.0	17.0	21.0
22	Bruce Silzer	73	Ontario	White-pink	283.0	11.0	21.0	22.0	22.0	23.0	19.0	20.0	19.0	21.0	21.0	20.0	22.0	22.0	21.0	23.0	22.0	22.0



**Paul Switzer**  
**Receiving His Award For Winning**  
**The 2017 Soling Canadian National Champion**



## 2017 Colenbrader Cup

Metro Marine Modellers, Lakefront Promenade, Mississauga

June 18th

Overall

Sailed: 9, Discards: 2, To count: 7, Entries: 17, Scoring system: Appendix A

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1st	190	Michael Steele	2.0	2.0	(4.0)	2.0	1.0	(5.0)	1.0	2.0	3.0	22.0	13.0
2nd	569	Paul Switzer	(5.0)	(5.0)	3.0	1.0	5.0	1.0	2.0	3.0	1.0	26.0	16.0
3rd	243	Ron Prokop	3.0	1.0	1.0	(4.0)	(7.0)	3.0	3.0	4.0	2.0	28.0	17.0
4th	28	David Allsebrook	(16.0)	4.0	2.0	5.0	4.0	6.0	5.0	5.0	(7.0)	54.0	31.0
5th	748	Julian Whittaker	6.0	9.0	(13.0)	9.0	6.0	9.0	4.0	1.0	(18.0 DNF)	75.0	44.0
6th	72	Ashley Marshall	4.0	11.0	6.0	6.0	(18.0 DNF)	4.0	6.0	(18.0 DNS)	8.0	81.0	45.0
7th	488	Vern Cantlon	(10.0)	8.0	7.0	3.0	3.0	7.0	9.0	(10.0)	9.0	66.0	46.0
8th	67	Wayne Vierhout	9.0	7.0	5.0	(10.0)	8.0	(10.0)	7.0	8.0	5.0	69.0	49.0
9th	199	Ron Jeroy	1.0	3.0	(18.0 DNS)	(18.0 DNS)	2.0	2.0	8.0	18.0 DNF	18.0 DNF	88.0	52.0
10th	194	Rick Levick	8.0	(18.0 DNF)	10.0	(18.0 DNS)	9.0	8.0	11.0	7.0	6.0	95.0	59.0
11th	81	Bill Shorney	11.0	(12.0)	8.0	8.0	11.0	(12.0)	10.0	9.0	4.0	85.0	61.0
12th	152	Charlie Mann	7.0	6.0	9.0	7.0	10.0	14.0	12.0	(18.0 DNS)	(18.0 DNS)	101.0	65.0
13th	53	Tom Madarasz	12.0	14.0	(18.0 DNF)	(18.0 DNS)	12.0	11.0	13.0	6.0	10.0	114.0	78.0
14th	49	Stephen Penny	14.0	10.0	14.0	(18.0 DNF)	(18.0 DNS)	18.0 DNS	14.0	11.0	12.0	129.0	93.0
15th	73	Bruce Silzer	13.0	15.0	(18.0 DNS)	11.0	(18.0 DNF)	13.0	15.0	18.0 DNS	11.0	132.0	96.0
16th	244	John Rankin	15.0	13.0	12.0	12.0	(18.0 DNF)	(18.0 DNS)	18.0 DNS	18.0 DNS	18.0 DNS	142.0	106.0
17th	29	George Pollowy	17.0	(18.0 DNF)	11.0	(18.0 DNF)	13.0	18.0 DNS	18.0 DNS	12.0	18.0 DNS	143.0	107.0



## Colenbrader Cup Winners

,Paul Switzer 2nd. Michael Steele 1st, Ron Prokop 3rd and David Allsebrook 4th.





Beaver Fever Regatta starting action as Steve Kibble and his Goth XP woody wins the pin. Jerry Brower photo.

## 2017 Beaver Fever 150 (Western CAN IOM Regionals; 3/18-19/17)

### Beaver Lake in Victoria, BC

Barry Fox Reporting

Beaver Fever has been running since 2010, and was renamed to include “150’ this year to honor Canada’s 150<sup>th</sup> birthday. And to make it more special, we had record entry numbers. 24 skippers made it to the start line. We had 3 skippers who had to drop out just before the event (all for very good reasons) so if everyone would have shown we would have exceeded any expectations. What a great vote of confidence for the event.

We enjoyed a lot of first time Beaver Fever entries. Two made the journey from Calgary, a big showing from Vancouver as their fleet is showing tremendous growth, and we had a thin blooded entry all the way from California (who needed one more layer of clothing to stay warm enough!!).

After Friday practice, where almost everyone participated, we all moved to the event check-in, where Nigel Ashman introduced his newly finished tank and did the majority of the measuring. We processed the boats in about an hour and half with a few keels and sails needing a bit of adjusting. The BBQ fired up and most everyone enjoyed a freshly cooked sausage on a bun by chef Dan Henderson. Everyone received Adrian Harrison’s 2017 version of a wooden IOM – an outstanding handcrafted event keepsake.

Saturday, the lake was flat calm on arrival and we prepared our usual windward/leeward course that were good for the day, except for a start line adjustments. Racing began with one lap races in light winds. As we approached noon the stronger wind finally settled, and we went to two lap races for the rest of the day. Afternoon squalls led a few people to #2 rigs, and they looked smart for a while. All the top skippers stayed on their #1 rigs and sailed around the blow-overs and survived the diving. Gusts took a toll with a couple of snapped booms and few blown seams on sails. Saturday night dinner had a great turnout with many tall tales that were enhanced by the big winds.

We trialed the Simple Heat Racing System (SHRS) for event scoring. That is another article, but the effect is that over the event you have a very good chance of sailing against every other skipper and because each heat is scored as its own race, you don’t get huge gaps in the scores. At the end of the first day we had ties for 1<sup>st</sup> through 4<sup>th</sup>, with the rest of the top ten not too far away.

Sunday began with another flat calm lake, and after a wait we began with a few 1 lap light air races. SHRS uses a process where at about 75% of the event you lock the fleets and sail for the overall and individual fleet championships. Considering the Sunday forecast, the fleets were locked early and we sailed as Silver and Gold for three more light wind races. A lack of wind closed sailing early.

Silver Fleet awards went to Victoria's Dave Seager in 1<sup>st</sup>, Mark Verrey of Calgary in 2<sup>nd</sup> and Rob Mulder from Vancouver in 3<sup>rd</sup>. At the top of the heap Gary Boell, our frozen Californian, took 1<sup>st</sup>, his new customer, Calgary's Andrew Baak, in 2<sup>nd</sup> and Peter Stevens from North Saanich in 3<sup>rd</sup> on tie breaker from Martin Herbert. After 20 heats, we still had ties for 3<sup>rd</sup> place, 5<sup>th</sup> Place and 9<sup>th</sup> place for lots of close sailing over the weekend.

On both days, we enjoyed a nice hot meal by VMSS members Bill and Bev Andrews. The hot dogs, hot chocolate and other snacks hit the spot. Bill has organized this for me every year, and it takes a big chunk of organization work off the table for me and is very appreciated. David Temple-Murray (a Calgary transplant) and Dan Henderson (new Victoria IOM sailor) took turns in the rescue boat as well as setting and retrieving the course markers. They also acted as observers throughout the regatta and to prove their value, protests were resolved through on course penalties with no "real" protest hearings.

### Beaver Fever 150 Summary (Western Canadian IOM Championship Regatta – CRYA Ranking)

Class: IOM

Date: March 18 - 19, 2017

Location: Beaver Lake, Victoria, BC

Host Club: Victoria Model Shipbuilding Society (VMSS)


























Number of Entries: 25

Winds: Saturday- Light changing to highly variable & frequently strong. Sunday – light.

Races Completed: 14

Scoring System: SHRS 2 Fleets, switching to Gold/Silver after race 11

Race Committee & Assistants: Organizer, Registration, PRO/Scorekeeper – Barry Fox; Measurer – Nigel Ashman; Buoy Boat/Observers – David Temple-Murray, Dan Henderson; Lunches – Bev and Bill Andrews

Beaver Fever 150 Beaver Lake, Victoria BC, 3/18/2017 to 3/19/2017 LINE RESULTS Results are after 14 races and with 2 Discards																						
Place	Sail No	Skipper	Design	City / State	Nat.	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	F1	F2	F3	Total	Disc	Final
		<b>GOLD FLEET</b>																				
1	71	Gary Boell	Nitro	Richmond, CA		3	1	1	1	1	3	2	1	1	3	4	1	8	3	33	12	21
2	171	Andrew Baak	Maxim	Calgary, AB		2	2	1	2	1	1	3	1	6	1	6	12	3	11	52	23	29
3	54	Peter Stevens	V 9	North Saanich, BC		5	2	5	10	2	3	1	4	1	1	2	4	5	8	53	18	35
4	38	Martin Herbert	Dart	Saltspring Island, BC		2	5	9	3	3	2	3	2	2	2	4	2	7	5	51	16	35
5	69	Steve Kibble	Goth XP	Victoria, BC		1	7	4	10	5	4	2	2	4	5	1	3	2	12	62	22	40
6	86	Joe D'Amico	V 10	Sequim, WA		4	1	10	2	4	1	4	5	4	4	5	5	1	13	63	23	40
7	42	Jerry Brower	Kantun SMX	Lake Stevens, WA		4	6	2	1	2	2	1	6	3	7	8	13	6	2	63	21	42
8	23	Adrian Harrison	BritPop!	Victoria, BC		5	5	5	6	3	7	6	4	6	3	3	7	4	1	65	14	51
9	76	Bob Copley	V 8	Port Alberni, BC		6	8	10	5	6	4	6	3	2	6	9	8	9	4	86	19	67
10	281	Ole Andersen	Zoom	Saltspring Island, BC		9	9	2	4	6	8	5	7	5	6	2	6	12	7	88	21	67
11	90	Roger Kibble	Pikanto	Saltspring Island, BC		1	6	6	8	9	DNF 14	4	6	7	4	3	10	10	6	94	24	70
12	94	Stan Schofield	Zoom	Nanaimo, BC		10	3	6	3	5	6	7	5	3	5	12	9	13	10	97	25	72
13	28	Nigel Ashman	Vancouver 3	N. Vancouver, BC		3	3	7	4	8	5	5	10	5	DNF 14	11	11	11	9	106	25	81
		<b>SILVER FLEET</b>																				
14	21	Dave Seager	Ska	Victoria, BC		7	10	4	6	7	5	7	3	7	9	5	9	2	4	85	19	66
15	83	Mark Verrey	BritPop!	Calgary, AB		10	7	3	8	10	7	8	7	8	8	6	2	5	3	92	20	72
16	51	Rob Mulder	Otter	N. Vancouver, BC		9	4	3	5	10	DNF 14	DNF 14	DNS 14	11	2	1	7	1	6	101	28	73
17	169	Bill Wilson	Kantun S	Port Ludlow, WA		6	4	RET 14	9	7	9	9	9	9	8	8	1	4	5	102	23	79
18	10	John Thomas	Ska	Victoria, BC		8	11	11	13	4	9	DNS 14	11	12	7	10	5	3	1	119	27	92
19	41	Art Prufer	DC 6	Parksville, BC		13	8	9	7	9	10	11	8	8	9	9	3	6	8	118	24	94
20	93	Gunther Yip	Zoom	Vancouver, BC		12	9	12	7	13	8	10	8	10	11	13	6	7	9	135	26	109
21	27	Craig Scamehorn	Jazzy	Blaine, WA		11	11	8	11	12	6	9	DNS 14	DNS 14	DNF 14	7	8	DNS 14	2	141	28	113
22	02	Tony Cox	Widget	Langley, BC		11	RET 14	13	12	11	DNF 14	10	10	9	DNF 14	7	4	8	7	144	28	116
23	87	Wilson Chong	Tinto	Surrey, BC		7	12	7	11	8	10	8	9	11	DNF 14	10	10	DNF 14	DNS 14	145	28	117
24	72	Pat Dion	Calypso	Coquitlam, BC		8	10	8	9	11	11	DNF 14	11	10	10	DNS 14	DNF 14	9	DNS 14	153	28	125
25	00	Mark Gilbert	Celebration	Vancouver, BC		DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	DNF 14	196	28	168
Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com																						

Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com



## Coastal Cup Series Update

As Roger Kibble told us in his report, the Coastal Cup is now in its second year of running and expanded to 8 events this year.














Although the majority of the events are on Vancouver Island and the Gulf Islands, we have a very much growing fleet again in Vancouver. Many from that fleet have travelled to some of the "Island" events and we had a decent contingent from "the Islands" go over to compete in Coastal Cup #5 that was held in North Vancouver.

18 Boats sailed in the event . We were to start the day at 10:00 in the morning but the winds just wouldn't cooperate so we had to sail around (gently) for almost 2 hours before any kind of course could be set. But then, just after lunch time, the thermal that "always comes in" (how many times have we heard that) did arrive very nicely and stayed all afternoon until; our quitting time arrived. 10 good 2 lap races were held and a lot of close racing all through the fleet took place..

At the end of the day, Martin Herbert from Saltspring Island took the honors with Jerry Brower and Rob Mulder locked in a tie for 2nd and 3rd.

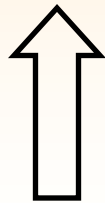
A big thanks to everyone supporting the series. So far this year, IN addition to the North Van event, we have sailed series events ay Beaver Lake (Victoria), Long Lake (Nanaimo) and a one day event at Saltspring Island followed about a month later by a nice two day event also at the Saltspring Island Sailing Club Facilities.

Next Event is the middle of August at Port Alberni on Vancouver Island.

Coastal Cup #5 - North Vancouver, BC																		
North Shore Auto Mall, 7/9/2017																		
LINE RESULTS																		
Results are after 10 races and with 2 Discards																		
Place	Sail	Skipper	Design	City / State	Nat.	1	2	3	4	5	6	7	8	9	10	Total	Disc	Final
1	38	Martin Herbert	Dart 3	Saltspring Island, BC		3	2	8	3	2	6	1	4	2	1	32	14	18
2	42	Jerry Brower	BritPop!	Lake Stevens, WA		6	6	2	2	5	1	4	5	7	3	41	13	28
3	51	Rob Mulder	Otter	N.Vancouver, BC		1	4	5	10	3	2	5	3	8	5	46	18	28
4	151	Bud Fassnacht	Otter	Surrey, BC		5	3	4	1	1	7	7	DNF 18	1	7	54	25	29
5	27	Bob Lewis	BritPop!	Vancouver, BC		2	1	9	5	DNF 18	4	DNF 18	1	3	8	69	36	33
6	94	Stan Schofield	Zoom	Nanaimo, BC		7	5	7	12	4	5	3	8	5	2	58	20	38
7	46	Barry Fox	V 8	Victoria, BC		17	7	3	6	6	16	11	2	4	6	78	33	45
8	69	Steve Kibble	Goth XP	Victoria, BC		9	8	14	8	10	3	2	7	6	4	71	24	47
9	76	Bob Copley	V 8	Port Alberni, BC		16	14	1	4	7	8	6	6	DNF 18	DNF 18	98	36	62
10	06	Gunther Yip	V8	Vancouver, BC		11	11	10	15	13	12	10	9	10	10	111	28	83
11	68	Roger Kibble	Pikanto	Saltspring Island, BC		10	13	13	16	9	9	DNF 18	12	12	9	121	34	87
12	57	Tony Cox	Rubix	Langley, BC		15	17	DNF 18	7	11	11	8	10	DNF 18	12	127	36	91
13	87	Wilson Chong	Otter 3P	Surrey, BC		13	16	15	11	12	13	9	11	11	11	122	31	91
14	00	Mark Gilbert	Celebration	Coquitlam, BC		8	9	12	13	8	14	DNF 18	DNF 18	DNF 18	DNF 18	136	36	100
15	72	Pat Dion	Calypso	Coquitlam, BC		12	15	6	14	14	10	12	DNF 18	DNF 18	DNF 18	137	36	101
16	7	Alan Gardner	MIOMIV	White Rock, BC		4	10	DNF 18	9	DNF 18	DNF 18	DNF 18	DNF 18	DNF 18	DNF 18	149	36	113
17	142	Barry Ford	Calypso	Vancouver, BC		14	12	11	17	DNF 18	15	DNF 18	DNF 18	9	DNF 18	150	36	114

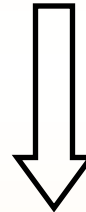
Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com

Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com



**Waiting  
For  
The Wind**

**It Did Come!!**





## Coastal Cup Series Standings

### Coastal Cup 2017 Overall Results As of 7/9/2017

Results are after 5 Events and with 1 Discard

Place	Nat.	Sail No	Yacht	Design	Age	Q1	Q2	Q3	Q4	Q5	Total	Disc	Final
1	38	Martin Herbert	Dart 3	Saltspring Island, BC	Canada	4	2	1	3	1	11	4	7
2	42	Jerry Brower	BritPop!	Lake Stevens, WA	USA	7	4	DNC 34	4	2	51	34	17
3	69	Steve Kibble	Goth XP	Victoria, BC	Canada	5	5	8	DNC 37	8	63	37	26
4	51	Rob Mulder	Otter	N.Vancouver, BC	Canada	15	14	2	8	3	42	15	27
5	46	Barry Fox	V 8	Victoria, BC	Canada	7.25	9	6	7	7	36.3	9	27.3
6	68	Roger Kibble	Pikanto	Saltspring Island, BC	Canada	12	8	5	6	11	42	12	30
7	94	Stan Schofield	Zoom	Nanaimo, BC	Canada	13	13	7	DNC 37	6	76	37	39
8	92	Mark Wallace	Zoom	Saltspring Island, BC	Canada	DNC 34	3	3	9	DNC 40	89	40	49
9	27	Bob Lewis	BritPop!	Vancouver, BC	Canada	DNC 34	7	DNC 34	5	5	85	34	51
10	06	Gunther Yip	V8	Vancouver, BC	Canada	20	15	DNC 34	12	10	91	34	57
11	281	Ole Andersen	Zoom	Saltspring Island, BC	Canada	11	DNC 34	4	11	DNC 40	100	40	60
12	76	Bob Copley	V 8	Port Alberni, BC	Canada	10	10	DNC 34	DNC 37	9	100	37	63
13	31	Graham Herbert	PDQ	Hornby Island, BC	Canada	DNC 34	1	DNC 34	1	DNC 40	110	40	70
14	87	Wilson Chong	Otter 3P	Surrey, BC	Canada	23	19	DNC 34	DNC 37	13	126	37	89
15	23	Adrian Harrison	BritPop!	Victoria, BC	Canada	8	12	DNC 34	DNC 37	DNC 40	131	40	91
16	7	Alan Gardner	MIOMIV	White Rock, BC	Canada	DNC 34	16	DNC 34	DNC 37	16	137	40	97
17	57	Tony Cox	Rubix	Langley, BC	Canada	22	DNC 34	DNC 34	DNC 37	12	139	37	102
18	71	Gary Boell	Nitro	Richmond, CA	USA	1	DNC 34	DNC 34	DNC 37	DNC 40	146	40	106
19	171	Andrew Baak	Maxim	Calgary, AB	Canada	2	DNC 34	DNC 34	DNC 37	DNC 40	147	40	107
20	00	Mark Gilbert	Celebration	Vancouver, BC	Canada	25	DNC 34	DNC 34	DNC 37	14	144	37	107
21	72	Pat Dion	Calypso	Coquitlam, BC	Canada	24	DNC 34	DNC 34	DNC 37	15	144	37	107
22	54	Peter Stevens	V 9	North Saanich, BC	Canada	3	DNC 34	DNC 34	DNC 37	DNC 40	148	40	108
23	176	Craig Scamehorn	Otter	Blaine, WA	USA	21	16	DNC 34	DNC 37	DNC 40	148	40	108
24	07	John Ball	V 8	Parksville, BC	Canada	DNC 34	6	DNC 34	DNC 37	DNC 40	151	40	111



**The Group  
of  
Happy Sailors  
At  
Coastal Cup #4  
at the  
Saltspring Island Sailing Club**

## People, We Need People

### Volunteers

Most of my term has been a struggle to keep the CRYA representative of the whole country and not of the two western regions.

Reference to the Registrars Report shows a drop-in membership in Ontario.

A glance at the Class Secretaries listing also shows three classes, centred in Ontario, with no secretaries. One of these classes trundles along and is

almost localised. The other two have the potential of being national both show evidence of their being in decline.

The Victoria and Soling have low new boat registrations and lower numbers of Members with boats registered to them. I think the answer needs to come from Ontario for these classes.

Not having class secretaries, the executive answer queries regarding them. This is not good.

What is probably less good is not having someone whose focus is the class to hustle for it.

Do you race any of these classes? Why not help them grow and get more active again/

Send me a note and let's get those classes rolling

-Lawrie

## Ah, Those Sail Numbers

Anyone who has spent any time as a race officer will probably tell you that identifying boats over early at the start and in close finishes with fast moving boats is not always easy. Factor in sun glare, numbers which are verging on opaque and it becomes nigh impossible. Correct identification is also important to the skipper when hailing other yachts. Hey, Bill I am on starboard is not a hail allowed in the rules

Most of what follows is contained in RRS Appendix E and its reference to Appendix G. These are also included in Sail Canada prescriptions.

The prime method of the identification of a yacht, big and small, is its sail number. A yacht's sail number is derived from its Hull Registration Number (HRN) and is the HRN's last two digits unless the national authority has issued a personal sail number (PSN) to the yacht's skipper. If you must ask why the last two digits, then try hailing four digits when you hail with your four-digit number or recording positions in a tight fast moving finish. This is defined in RRS Appendix G1.3

There are three basic factors governing sail numbers. the first of

these is that the digits must be dense. In many cases for a variety of reasons the number is applied with some form of marker. Marker ink fades with time. Often the time is quite short before the faded number becomes difficult to read. The solution to this is obvious.

The second factor is the font used. The RRS defines what is acceptable in G1.4 (a) - to quote -

"National letters and sail number shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same, or better legibility, than Helvetica are acceptable." Some classes specify the font to be used. The Victoria class rules specify Times New Roman.

Such fonts are easily down loadable and can be enlarged to size. This is not a place to demonstrate your artistic creativity what is required is a plain simple unambiguous font - keep your demonstrating of your talent to the yacht's name.

Out of interest, if you take a sail number (and National letters) and enter them in a word processor using Helvetica as the font, then size them to

meet the rules, you can see that they have a consistent stroke width throughout each character.

Interestingly that gives you about 8 mm of stroke for the National letters and 10 mm for the numbers. A consistent size, stroke and spacing makes a lot of difference to the readability of the sail markings.

The third factor is the size and spacing of letters and number. You can read this in RRS G1.4 (b) and I will restrict comments to only the height of letters.

The international classes are specified as having to be a minimum of 100 mm and a maximum of 110 mm. (Approximately 4 to 4 3/8")

RRS allows less height in classes which would have difficulty with the above fitting on their sails but presently limit the minimum height. Solings, Victorias Mini 12s and DF65 have class rules which specify dimensions which meet the RRS specifications contained in RRS G1.6 Exceptions.

Finally, in Sail Canada prescriptions. Appendix E and G. Changes to Identification on Sails. Sail Canada prescribes that this rule applies in all classes.



## RG/DF 65 News

My introduction to RG65 was four years ago. I scratch built a Racing Sparrow 650 out of balsa and covered with fiberglass. I used helicopter blades for the keel fin and two tail blades for the dual rudders. And the bulb was a tin foil form with bb's and epoxy. Probably weighed about two kilograms. It sailed and didn't sink ...

Enter the Dragon ... my next boat was the Dragon Force 65 (DF65). It was super easy to build and sailed so much better. Floating around turned to meetups with other owners, and next thing we are all racing. Now I'm the Class Secretary for RG65 in

Canada???

From what I've discovered the RG65 class in Canada officially started in 2007 with the first boats in Ontario. That province now has the largest RG65 fleet in Canada - 45+ boats.

The total RG65's in Canada at the end of 2016 was 77. As of the time of this writing, 93 boats are now registered. Of the 93 boats, 84 are DF65's. The majority of the fleet is split between BC and Ontario. The growth of this class is incredible considering the DF65 only launched four years ago. It has been a very positive addition to RG65 numbers but also for other

classes too. We are seeing same skippers registrations to the IOM, Soling 1M and RG65 classes. It is interesting to note there are some registrations coming in for the Dragon Flite 95 too.

The last few DF65 national regattas have been well attended and our US neighbors are keen to venture up north to attend the races. This years DF65 National will be in Steveston (Richmond), BC on Sunday, October 1 (NOR forth coming).

Wilson Chong  
Class Secretary

Some Views

of the

Home of the 2017 National

Championship Regatta



## IOM Class News

The IOM Class remains very active across the country, more so in some areas but starting to see signs of a resurgence in a couple of different former strongholds.

The Registrar tells me that there have been more new registrations of IOMs than any other class so that is rewarding to know.

Over the last year we have seen a decent sized fleet emerge in Vancouver (host of the 2003 World Championship) after a long soft period. Also some signs of growing re-interest in the Toronto and east area and that is nothing but good news.

Unfortunately we didn't send anyone to the recent 2017 Worlds Championship Regatta in France. Hopefully by 2019 we will have a good group trying to earn their way to the next round.

The Euro Championship is being held in Croatia next year so if you think you want to go make sure to let me know ASAP so we can ask for an entry space. The NOR for this event will be out fairly soon.

Back home in Canada, our Championship season has been underway for a while With the Western Regional held back in March. The full Report is elsewhere in this Newsletter.

Next up is the Eastern Regional that is hosted this year by the Kingston Yacht Club. Paul Switzer is the main contact for this event and NOR info is posted in the Newsletter.

Following that is the Canadian National Championship that is hosted this year by the Prairie Region and the Calgary Model Sailing Association. This is a group that formed a few years ago and have

grown in numbers and quality of boats in a very rapid manner.. In the last year they have found a new venue to hold this event in High River, just south of Calgary. It is a man made lake that is wide open with the option to set courses on any of its four sides. In this part of the Prairies, wind is normal with just the strength being optional. Not many days in a year where it is zero.

Out on the west coast the fleet is in the middle of its second season of the Coastal Cup. The series has expanded to 8 events this year and there are eight diehards that have made it to every event so far. A good number have only missed one . The series allows for 3 drops at the end so it was always planned to allow people to miss a couple of events and still be able to figure into the standings.

On the International front again for a minute, we are getting near that time again for the International Class Association (ICA) Annual General Meeting. If there are any rule changes that you think should be considered, please let me know and I will take them forward to the ICA. Also note that there will be a forced major change to the Executive of this group this year as most of the Exec have reached the limit of 8 consecutive years in office. Maybe you would like to be nominated???

That's about all for now. If you have any class questions, feel free to get in touch with me whenever you want to and I will find you answers. Even the possibility of ones you might not like!!

Barry Fox  
Class Secretary



**First  
We Stumble**

**And Then**

**We Fall**







# Canadian IOM National Championship Regatta

“September Blender”

## Notice of Race

**September 21-24 2017, Emerson Lake, High River Alberta**

**Presented by CRYA and Calgary Model Sailing Association**

The Calgary Model Sailing Association invites International One Metre (IOM) sailors to the 2017 Canadian IOM National Championship Regatta at Emerson Lake, High River Alberta.

### Rules:

The Regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2017-2020 and as modified by Appendix E, The Equipment Rules of Sailing (ERS), The International One Metre Class Rules and the current version of HMS (2016). After the first sentence of **RRS 20.1 Hailing** add “The competitor controlling the boat shall hail (her own number) Room to tack”. This changes RRS20.1. NOTE: Sail Canada has approved this as an experimental rule change under the Sail Canada Prescriptions.

### Eligibility:

Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOM Class Rules and have a valid measurement certificate. Proof of Membership and Measurement Certificate should accompany the entry form, and until these are produced the entry will not be confirmed /accepted. Event measurement will take place on Thursday September 21<sup>st</sup> Friday AM measurement to be done only by special exception for out of town visitors; please inquire upon registration.

### Schedule:

**Thursday September 21<sup>st</sup>, 1-5:00 pm**, Event measurements and Practice at Emerson Lake High River, AB (measurement may be at a different location, this will be communicated prior to event day)

**Racing Schedule:** Conditions permitting:

**Friday September 22<sup>nd</sup>; 10:00 am** skipper meeting, first race to follow. There will be break for lunch, and no races will begin after **5:00pm**. No host pub dinner, details TBA

**Saturday September 23<sup>rd</sup>; 10:00am**. There will be a break for lunch and no races will begin after **5:00 pm**. Banquet following racing location TBA.

**Sunday September 24<sup>th</sup>; 10:00 am**. There will be a break for lunch, and no races will begin after **3:00 pm**. Awards will be presented

### Entry and Fees:

The Entry Fee is **\$75.00 CAD**. Included with the entry: Lunch Friday, Saturday and Sunday with banquet Dinner on Saturday evening. Prizes for the top 3 finishers.

*(Continued on page 26)*

(Continued from page 25)

Cheques can be made out to **"Calgary Model Sailing Association"** Please include a copy of entry form boat certificate and proof of **CRYA or Nat Authority Member #** and mailed to;

10350 Tuscany Hills Way N.W.

Calgary, Alberta T3L 2A1

Canada

Also e-transfers can be made to [sailorbaak@yahoo.com](mailto:sailorbaak@yahoo.com) along with email copy of Entry Form (include boat certificate and proof of **CRYA or Nat Authority Member #**)

Entry will be capped at 34 boats, with a waiting list for any others. Registration will close Saturday September 9<sup>th</sup> 2017. *The Race Chairman may consider entries after the deadline has passed providing the maximum number of entries is not exceeded and subject to payment of a late entry fee of \$95.00.* For any payment questions or concerns please contact **Andrew Baak** at [sailorbaak@yahoo.com](mailto:sailorbaak@yahoo.com) or 403-836-0131

Online payment will be set up at a later date via CRYA website.

#### Sail Numbers:

Shall comply with Appendix E 8. (two-digit sail numbers are the last two digits of the boat's hull number unless you have a PSN Certificate). In the event that more than one competitor has the same two digits, the one that is second to be registered will be required to put a 1 before or after their sail number on the sails. If conflict still exists, the RC shall determine the sail numbers. The numbers must be clearly visible on both sails.

#### Contacts:

Regatta Chair **Mark Verrey** 403.813.5443 [snowbirds@shaw.ca](mailto:snowbirds@shaw.ca)

CRYA Prairie Regional Director **Andrew Baak** 403-836-0131 [sailorbaak@yahoo.com](mailto:sailorbaak@yahoo.com)

#### 7. Accommodations:

There are several hotels nearby Emerson Lake within a 5 min drive. We have secured some rooms at the **Heritage Inn** High River at their conference rate under IOM Canadian Nationals. There is also a Super 8 Hotel located close to sailing area. There may be a limited number of billeting space available; please inquire upon registration. There may be a few campgrounds close by. Or possibly consider looking into an Air BNB.

**ENTRY FORM, CRYA, Canadian IOM National Championship Regatta. September 21/24 Emerson Lake High River, Alberta**

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone: Home	Main		Other	CRYA or Nat Auth Member #	
email Address:					
Hull Reg. #	Sail #		Sail Maker		

**Enter Early, Enter Often!!!**



# 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:

CRYA Member #

Club Name:

Annual Dues:

\$

\$15.00

\$

Registration Fee

\$

\$5.00 for each new or transferred yacht

Total

\$

Make Cheques Payable to CRYA

### List New or Transferred Boats

Class	Designer	Hull#	Existing Sail#	Previous Owner and CRYA#

Please print, fill out and send this form with your cheque or money order payable to the CRYA to:

W.L. Neish – CRYA

461 Walker Hook Road.

Saltspring Island, BC V8K 1N7