

NewsLetter



A Little Action From Around The Country



**Fall
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

One last issue from the "Secret Editor" before you get a good quality Editor to perform his magic on this publication.

By the time you receive this, the deadline for nominations to fill the Executive positions will have passed and you will see a new and full slate of names to fill all the positions including the ones added at last year's AGM.

For most of Canada, all of the major regattas and series have wrapped up now. For some areas, it is now time to get the workshop cleaned up and ready for a season of overhaul, repairs, updates or even some new builds. For a few lucky folks, the season is all year round so they have to fit all those efforts in and around continuing to sail. And for a number of you, you are packing up boats and heading south to annoy our southern neighbors for the next months.

Hopefully 2018 will be a banner year for radio sailing in Canada and bring us a bunch of new sailors, returning sailors and lots of good quality events for everyone to enjoy. If you are reading this and telling yourself that you really need to get back to sailing more often, start that planning now and get on the water at the first opportunity.

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 seconders) 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
Executive Secretary	Andrew Baak	Calgary, AB	403-437-1982	secretary@crya.ca
Treasurer	Aileen Neish	Saltspring Island, BC	250-537-2053	treasurer@crya.ca
Technical Director				technicaldirector@crya.ca
Communications Director				communications@crya.ca
Regional Directors				
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
Class Secretaries				
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
CRYA Official Measurers				
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

This is by way of being my last report as President – some unkind people will say that it is about time. It should be considered as how we got here from there.

This is my third incarnation with what is Canada's model yachting governing body. The first with its predecessor and the second in the days of paper data bases. When I assumed sorting out our database, I found I existed in it four times under variations of my name and address of the time.

I seem to have been around model yachting for three quarters of a century and probably one of the few sailing today who have sailed model yachts using Braine, vane and radio steering systems. I also started into the game when the only way to get into sailing was to build yourself a boat, or convince a friend to help. In my case it was my paternal grandfather I appealed to for help. This was in the days of wood planks, ribs and triple zero brass screws and before urea formaldehyde or epoxy. Perhaps as a result I have never been all that enthusiastic about boats available, full size and model, from a single manufacturer. Having said this I realise that there would be a lot fewer boats sailing than at present without the kit boat. For better or worse it results in a different skipper.

I have been submitting reports from the day I fell heir to the West Region Director's position on the disappearance of the appointed director. While some reports were down to the wire I think I can say that I have never missed one. More important than reporting, I found that model yachting in the West Region had collapsed. Vancouver Model Yacht Club had vanished except on paper and that there were less than a handful of skippers sailing on Vancouver Island. The Prairie Region clubs had disappeared and the region had ceased to exist. Subsequently, I found that the CRYA membership had dropped to around

a hundred and that the CRYA was effectively centred in Ontario and it was not doing well there either.

Five years ago, I was the sole nominee for any executive or board position. Correspondence with the treasurer had ceased and my predecessor had to resort to acting as secretary. I had to resort to appointing board and executive members. In doing this I managed to briefly have representation on the board from all regions.

On investigation I found the Association did not exist and was sliding into the situation where costs were about to exceed our income. A simple example of this is the income from boat registration did not cover the mailing costs or the registration card. We effectively provided no benefit to members beyond the basics. Our bank account was not accessible and our modest savings were kept in a chequing account. The Registrar had started experimenting with different methods of distributing our newsletter as the cost of printing and mailing exceeded our membership dues. It was obvious some changes would have to be made – either an increase in dues and charges or a major re-thinking of how we operated.

Briefly we moved away from Canada Post and moved to using our website as our operating medium for membership and registration. This required discarding the old site and building a new site. In the process, I finished up re-writing all existing pages and beg, borrowing, purloining, and writing more than 75% the present site. It is regrettable that opportunities offered to classes and regions have not been taken up. One example, only the IOM class has made use of online registration via our website. We also made a substantial saving in changing our site host. The move to PayPal cost us our initial treasurer who did not like paying their transaction fee despite the process

saving the members mailing expense.

The result of the changes allowed us to pay for the website construction, its hosting, and to provide third party insurance and stay in the black for the year. After we liberated our bank account, our accumulated surplus was placed in short term investments and term deposits. Though neither produce a great amount of interest, it is better than sitting in a chequing account doing nothing as it had previously. This together with the increase of membership account for the surplus we generate annually. It is important to realise that the increase in membership is due the activity of Regional Directors in the West and Prairie Regions and perhaps related to the class of choice, the IOM, and its secretaries. In Ontario membership has declined this past year. I think this can be related to classes such as Soling and Victoria which are centred in Ontario having no class secretary and until recently the Region no Regional Director. That there are many skippers in Ontario who own and sail boats in three different classes I think tends to diffuse interest and focus is lost. The fact that five out of six nominations for the Association board are from the West Region (and IOM skippers as well), should be a matter of concern to all members interested in the future of the Association especially members in Ontario. It is not healthy some might go as far as to describe it as incestuous. Throwing money at the situation will not help, what is needed is some solid missionary work by class secretaries.

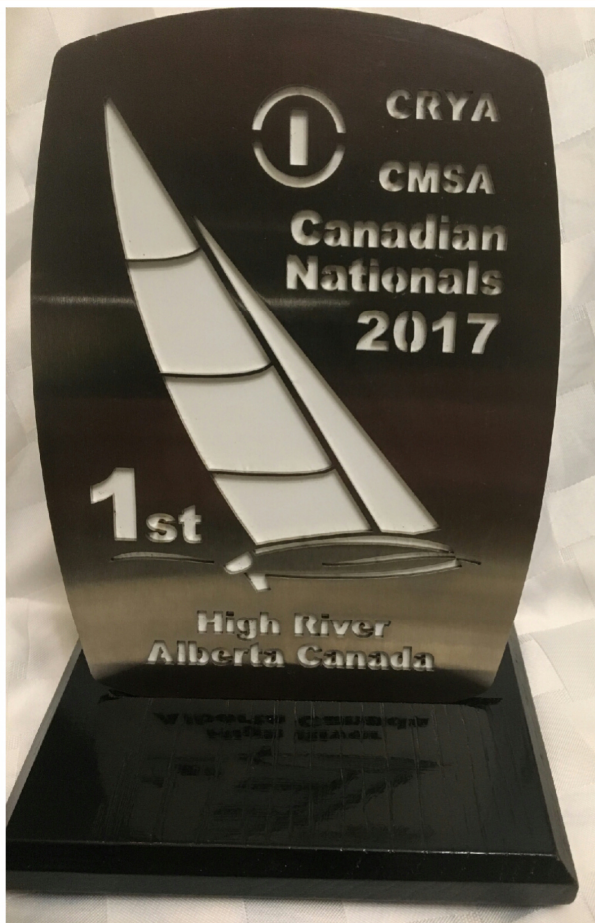
Lawrie Neish

Registrar Report

Current members	201
New and transferred boats	70
New boats registrations by class (this does not include transfers)	
RG65	21
IOM	18
Soling	8
Victoria	2
DF 95	3
Marblehead	1

6 Metre	1
MM	1
Footy	1
EC 12	1
Open / other	2

There are currently in process a number of new members in a new group and their boats which will bring the membership to approximately the same as last year and increase the new boat total with a month remaining in the year.



Many Awards were given out at the Canadian IOM Nationals. They were received by the top sailors but also a number were presented to various others in recognition of their contribution to the operation of the event.

These 2017 IOM Canadian Nationals trophies were designed finished and assembled by CMSA member Hans Konig and the machining/production effort donated by CMSA member Colin Aldridge (Anglo Precision Machining)

Atlantic Region News

At present the only registered club in Atlantic Canada is in the Halifax area and for the most part sails out of Sullivan's Pond, part of the 175 year old Shubenacadia Canal System. For the past few years we have been experiencing increasing weed problems brought about by lowering water levels for the most part. The city is presently undergoing a sizeable retrofitting of the canal from the pond to the harbour by opening up the waterway to it's original open river. For the past 40 years or so the river had been channeled underground via a network of dams and pipes. Since July the Pond has been 50% drained while the work is in progress and during this time we needed to relocate, mostly to a pond outside of Lunenburg, a three hour return drive for many. The Sullivan's Pond project is scheduled to be completed March 2018, well in advance of our sailing season.

We have discussed the pond situation with city engineers, the canal commission and our local city councillors many times over the past several years. Last evening we made a formal presentation to city council

outlining our club as part of the community fabric, the strength and competitive success of our membership and the needs of the club which can be summed up as weed control, higher sustained water levels and the need for public washrooms on site. We are hopeful these matters will be addressed in the near term. Sullivan's Pond, apart from its natural beauty and historic nature is an exceptional place to race. The pond is a decent size permitting both the core fleet of 1 M Solings as well as our fleet of ECs to sail with lots of room. The prevailing south west wind usually ranging around 15/20kts permits us to set up very competitive course layouts. The pond has easy access to launch and a rock wall surrounds the perimeter and we are able to walk along a manicured grass lawn to monitor the progress of the race. As the TC trail passes by, coupled with the location being in the core of Dartmouth, we get lots of exposure from the public. Parking is not an issue. With the proposed improvements, we can safely schedule world class regattas without the fear of weeds. We certainly have the will.

We would like to congratulate Jim Goddard for leading team Canada at the recent Can-Ams in Stowe. Jim won the regatta again and many of the Halifax skippers showed well. Our club championship, held in Lunenburg this September was well attended and the competition was wonderful with Jim beating Bob Boutilier by a single point. On a side note, we are pleased with the several new members we have obtained over the past three years and the progress of same.

Apart from the improvements to Sullivan's Pond our priority is to grow fleets elsewhere. There are a half dozen skipper in the Lunenburg area who sail on their own and with a few more a local club could be established. In addition, this past summer there was an inquiry out of Fredricton N.B. the establish a club, which we are following.

There is much to look forward to in 2018!

Bob White, Regional Director.



The CanAm Cup winners with the big plaque going to the #1 skipper



Prairie Region News

And Canadian IOM Nationals report

The Prairie Region has been very busy this summer, lots of sailing, racing and even some new/used boat movement, but the most positive of all is the 8 new sailors joining the Calgary Models sailing group, some purchasing a used IOM, one currently building a IOM and one refurbishing a Marblehead.

The Calgary Model Sailing Association (CMSA) again hosted the annual "September Blender", the 2017 edition was also the IOM Canadian Nationals held on September 21-24. This is the first time the Nationals have been held in the Prairie Region as well this was the first time Emerson Lake in High River Alberta was used for a major sailing regatta.

Everything got underway on the afternoon of Thursday September 21 with Lawrie Neish and Hans Konig (the new Prairie Measurer) doing the measuring then some sailors braved the blustery weather to sail afterwards. The serious racing started Friday morning and continued on through Saturday and Sunday. Emerson Lake is a fresh water lake located with-in a residential community in the Town of High River this worked out to be a great location with course location very visible from the grassy bank, hotels and restaurants close by and almost everyone staying close by which allowed for some great socializing amongst competitors. There were

competitors from California, New Mexico, Utah, Washington State, Vancouver, Vancouver Island and Salt Spring Island, some flying and the majority making the drive

When planning the Nationals no expected the weather to be what is was like when we arrived in High River, considering the week before Alberta and BC were engulfed with wildfires, unfortunately this is something out of the control of the organizing committee. The weather did clear for Saturday and but the wind never settled in and could have been better, however fall is the time of year when we can get those strong breezes.

Here are some firsts that we can all be proud of:

- 12 sailors who had never been to a Canadians before
- First Canadians with so much social media (including a live video)
- Most race video's ever posted online (thank you Art and Wilson)
- Most photographed (CJ took over 1800 photos in three days)
- Hot home cooked lunches served at the sailing location (thank you Nancy!!)
- Most green Canadians, with onsite recycling, compost and garbage bins
- Fantastic community turnout to watch the action
- 2 Calgary boats in the top 10 (3 if you count

Steve who help start this all off in 2012)

- Most Calgary boats at a Canadians (9)

The CMSA's goal for hosting the Canadian Nationals was to promote the Province of Alberta as a viable alternative RC sailing event location in Western Canada. Also to encourage local sailors to experience the camaraderie of such a great group of sailors with the hope that in the future they will want to venture to other sailing locations which in turn makes our Calgary IOM fleet stronger. There has been some boat movement with three newer IOM's making it into new sailor's hands to boost our competitive fleet.

So here are some photos, videos or news articles online please see these attached links;

Videos: <https://www.rcgroups.com/forums/showthread.php?2944530-Canadian-IOM-Nationals/page2>

Pictures: <http://www.ibextrax.com/RC2017/0922CAN/>

<http://www.cjbenningtonphotography.ca/p977479335>

News Articles: <http://www.westernwheel.com/article/Okotokian-is-a-model-sailor-20170920>

(Continued on page 8)

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The CMSA this Spring/Summer held scoring races every 2nd Sunday for a total of 12 day series starting April 23rd till October 8th, 3 throw-outs total for 12 days so sailors do not feel obligated to not miss a Sunday.

These races were sailed at Emerson Lake in High River to give the Calgary sailors as much experience sailing at the same location as the Canadian Nationals.

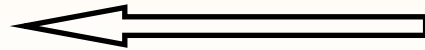
Fun sailing also took place on Tuesday and Friday evenings and non-racing Sundays usually

at Glenmore Reservoir, these days were well attended and gave new sailors a chance to sail in a relaxed and fun setting.

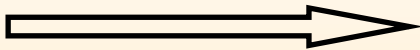
Andrew Baak
Prairie Region Director



David Cook (BC) and Gary Boell (California) taking in some of the opposite fleet action and staying warm



A colorful start to a heat race at the Canadian IOM NCR in High River, AB



I'd like to tell you this is a close race for the front but alas it is a close race to try to get out of the B Fleet



Jerry Brower Photos on this page

Canadian IOM National Championship Regatta

Emerson Lake, High River AB

September 22–24, 2017

Host Club: Calgary Model Sailing Association

1	Kelly Martin	77	Bellingham, WA	V10	25.9
2	Mark Golison	55	Long Beach, CA	V9	31.8
3	Jerry Brower	42	Lake Stevens, WA	V9	38.0
4	Gary Boell	71	Richmond, CA	BritPop!	47.0
5	Barry Donaher	27	Kamas, UT	Shuffle	56.0
6	Bob Lewis	127	Vancouver, BC	Brit Pop!	84.0
7	Martin Herbert	38	Saltspring Is. BC	Dart 3	88.0
8	Luke Harwood	95	Calgary, AB	PP5	107.0
9	Adam Batchelor	112	Calgary, AB	BritPop!	120.6
10	Steve Kibble	69	Victoria, BC	Goth XP	121.0
11	Joe Damico	86	Seqqim, WA	V10	125.0
12	David Cook	22	Victoria, BC	DC4	126.0
13	Rob Mulder	51	N.Vancouver, BC	Otter	138.0
14	Barry Fox	46	Victoria, BC	V8	144.0
15	Murray Cummings	65	Strathmore, AB	Cockatoo 2	153.6
16	Bob Copley	76	Port Alberni, BC	V8	159.0
17	Roger Kibble	68	Saltspring Is. BC	Pikanto	163.8
18	Bruce Anderson	16	Boise, ID	BritPop!	194.0
19	Bill Wilson	169	Port Ludlow, WA	Kantum SMX	199.0
20	Colin Aldridge	02	Okotoks, AB	Alternative	199.0
21	Derwyn Hughes	85	Calgary, AB	Cockatoo 2	206.0
22	Art Prufer	41	Qualicum Beach, BC	DC 6	211.0
23	Mark Verrey	83	Calgary, AB	BritPop!	229.0
24	Hans Konig	276	Calgary, AB	Kite	264.0
25	Gifford Hawn	74	Los Lunas, NM	Kantum SMX	264.0
26	Tony Irwin	10	Calgary, AB	Kantum SMX	276.0
27	Craig Scamehorn	176	Blaine, WA	Otter	276.0
28	Andrew Baak	171	Calgary, AB	Maxim	280.0
29	Wilson Chong	87	Surrey, BC	Otter 3	281.0
30	Tony Cox	57	Langley, BC	Rubix	283.0
31	Gunther Yip	06	Vancouver, BC	V8	284.0

A Little Extra Calgary News from Colin Aldridge

Here in Calgary we've had a great season of sailing. As soon as the ponds were ice free we were at it. We started at the Shriners pond where the winds can a bit unpredictable. I'd never sailed there before, and really enjoyed the location. I sailed there twice and the winds seemed to suit the Nimbus, which is very good in light airs.

Then it was off to Emerson Lake of 2017 Canadian Nationals fame.

Evening sailing was twice a week at Heritage on Glenmore Reservoir.

Along the way we gained some new members,

Tony, Matt, Murray and Andy. Some new boats showed up as well, a Maxim, 2 Kantums and an Alternative. Murray campaigned Andrew's CAN 65 to good effect.

All the sailor's skills improved through the season thanks to good advice and plenty of sailing. This made for some

close, exciting races, all in all, great fun.

The PBC (Peanut Butter Cup) race series of 12 races ended Sunday, 8th October.

Our season culminated with the Canadian IOM Nationals, which was a terrific event, weather notwithstanding, enough has been written about it elsewhere, so won't go into detail here.

Let's hope next year is as good!!

Western Region News

R/C sailing in the west continues to go from strength to strength and new converts to our sport are making a big impact. Perhaps this is most apparent in Vancouver where the small but potent DF65 ready to go machine has made a huge splash. Nigel Ashman started the ball rolling at Steveston and it exploded with energy and help from Wilson Chong and Gunther Yip sharing the excitement and building the fleet.

The first DF65 Canadian Championship regatta was held in 10-15 knots of warm breeze on a sunny September day at Steveston. It attracted 16 entries including one at the last minute from Chuck LeMahieu from Dallas, Texas, the DF65 importer! He couldn't resist coming when told of the event by Steve Kibble who was buying sails at the last minute. The legendary Lawrie Neish, our CRYA President travelled to be race officer. Chuck showed everyone the way with Bob Lewis coming 2nd and veteran R/C sailor, Alan Gardner 3rd. Other travellers to this event included Jerry Brower from Seattle and Michael Steel from Toronto.

DF65 sailing is proving to be a key to growing our sport and many DF65ers soon graduate to IOM 's and quite a few IOM sailors like Jerry Brower and Steve Kibble are now embracing DF65's too.

Of course, the highlight this fall was the IOM Canadian Nationals held for the first time in the Prairie Region at High River Alberta at a spectacular Lake almost purpose built for R/C sailing. The tireless Andrew Baak put this event together and scored a magnificent home run. Many IOM sailors travelled from far and wide

including 10 from the BC. It proved to be a magnificent three days of racing attracting rave reviews from everyone. Andrew and his small band of helpers left nothing to chance from pre race measurement facility and delicious food to determined race management and specially designed awards. Lawrie Neish was Race Officer and Andrew generously gave up his own entry to help with the scoring. Gunther Yip sailed but also unselfishly helped many entrants with boat launching and retrieval.

BC's Bob Lewis was the highest placing Canadian sailor and scored an impressive 6th place. Perhaps the most impressive showing came from the extraordinary David Cook who constantly kept in the A fleet and ended up 12th overall controlling his boat and his powered wheel chair at the same time.

Back in BC other key events included the great Ocean race around Passage Island that attracts a core group of Laser sailors and an 'open division' that includes every other type of boat. Tim Daniels was the race organizer this year and arranged accompanying dinghies for the fleet. Winds and currents were the usual challenge especially on the sheltered last leg through the north end gap. The leading Lasers were most impressive and finished quite close to the two leading IOM boats. This is a spectacular unique race with great hospitality that all R/C sailors should consider.

Local area racing is thriving too. Soling competition is alive and well in Vancouver and sailing mostly at Steveston. Sailing at Beaver Lake

continues to be a challenge requiring volunteers to tow equipment to the Lake each time. But this mostly Victoria group is keen and is Peter Stevens, Adrian Harrison, Steve Kibble and Barry Fox are making this work and have regular Sunday sails. At Long Lake Stan Schofield is also growing the fleet and the ever more successful Long Lake series attracts IOM sailors from Victoria, Hornby Is, Salt Spring Is and Victoria.

Lastly I should mention the Coastal Cup IOM series that wrapped up with the sixth and final event held at the Royal Victoria Yacht Club on October 22nd. Steve Kibble generously gave up his entry to run the races with Lawrie Neish. Another sunny day with usable breeze enabled 16 races to be completed. This Coastal Cup series attracted IOM sailors from far and wide including the super enthusiastic Jerry Brower from Seattle and many Vancouver sailors including Rob Mulder, Gunther Yip, Wilson Chong and Bob Lewis.

In the end the Coastal Cup was won by Martin Herbert second, with Jerry Brower in second and Vancouver's Rob Mulder having a great showing in 3rd.

So R/C sailing is growing on all fronts in the west and already many successful big boat sailors are showing interest in joining our esteemed group. 2018 promises to be a banner year.

Roger Kibble

Western Region News Cont'd

From the Lower Mainland area:

RC racing took on a bit of a new look in BC's Lower Mainland this year with the creation of a new group calling themselves Steveston Radio Controlled Sailing (SRCS). Right out of the gate, the group organized bi-weekly racing for the DF65 class and the Soling One Meter class. Other classes were welcomed, but so far the Solings and the DF65s represent the two classes that run regular race programs. By the fall of 2017, membership had grown to 27 consisting of 22 DF65s and 8 Solings. SRCS requires its members to also be members of CRYA or AMYA as racing is the group's main focus.

The group prides itself on being informal in terms of organizational structure but focused and high energy in terms of the racing programs. The racing venue SRCS uses is in the Steveston Harbor on the Fraser River. The location is an excellent site, usually blessed with wind, very little weed, great public viewing and current; being a tidal location the current is never the same but it is always there.

Racing for the DF65 fleet started with a Spring Series of 7 race days ending in June with each day having 5 or more races completed. Bob Lewis (CAN 27) and Michael Kidd (CAN 73) dominated with scores of 8 points each with Bob Lewis winning the series on the tie breaker. Amongst the 15 entrants, 5 fought it out posting scores from 23 to 27 points. It was highly competitive racing with lots of new racers learning the ropes from the experienced skippers who were always willing to help with advice. After taking the summer off and hosting the Canadian DF65 Nationals, in October, the Dragons are back at it with a Fall Series that won't end till December. With a number of skippers thoroughly enjoying the high calibre of racing offered by the Canadian Nationals, this fleet may see a few more travel plans worked into their 2018 season.

The Soling One Meter fleet took a different tack running a series from March right through to the end of October that consisted of 12 race days, each with at least 5 races. A total of nine different skippers competed over the season with the

final outcome not determined till the very last day. Bob Hoogstins and Al Oliver dominated the leader board with 93 points and 98 points respectively with Larn Reynolds coming in third with 133 points. With the series running over the whole season and with new members joining the fleet part way through the year, the results were affected by absences. On any given day any one of the Solings on the course could, and did, take the horn for first across. With the new boats launched over the 2017 season this fleet is poised for larger start lines in 2018.

For a new group the SRCS team has accomplished a lot in 2017. Their presence on the Steveston waterfront has been embraced by the City of Richmond and the public who often stop their Sunday stroll along the promenade to watch the racing. The kids in particular always want to cheer on their favorite and often select that boat based on colour.

Al Oliver

Steveston Harbour



Soling Action

Quebec Region News

Quebec Regional Report

Well, that was quiet a summer
Between spring floods and summer storms, the
Soling 1m fleet
only managed to run 84 of our 144 scheduled
races.
The Hudson Yacht Club suffered damage due to
the high water
and will be undergoing major repairs over the
next three months.

Since our last report, we ran a successful Soling
1m regatta over Labour Day.
John Lowther and Paul Switzer from Kingston
picked up 1st and 2nd prizes

with Doug Seagrim from HYC coming in 3rd
place.

Sailor's Awards night saw a number of our
skippers pick up plaques and flags.
Our Fleet Champion was Ian Peck and Jack
Bannon was named our Most Improved Skipper.

We're all looking forward to a better sailing
season in 2018.

Won't be long.

George Robertson
Quebec Region Director

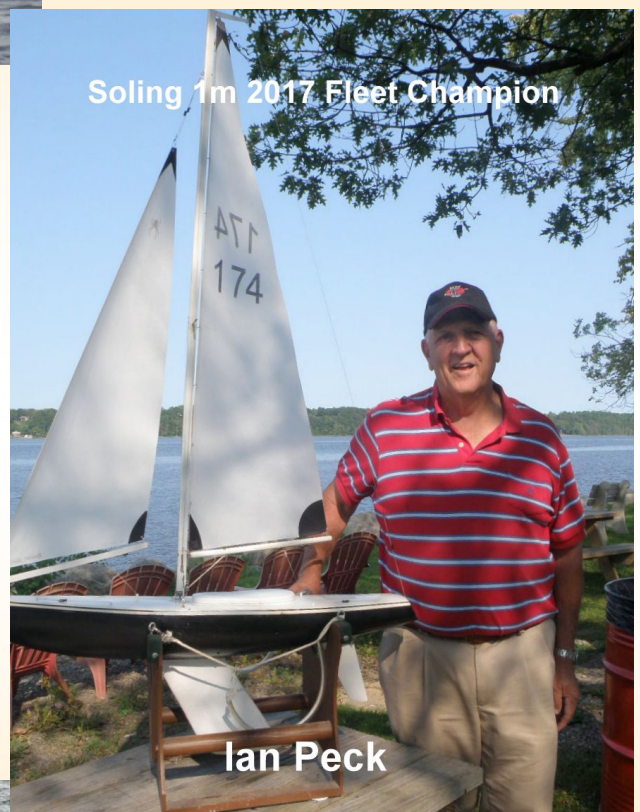


Soling 1m Winners
1st John Lowther—2nd Paul Switzer



Soling 1m Fleet Champion 2017
Ian Peck Picking Up The Spoils At The
Hudson Yacht Club Awards Ceremony

More Photos of The Quebec Action



Ontario Region News

After a spring of high water in Ontario which impacted several RC groups in the Great Lakes basin, most fleets I am aware of were back to normal activities by July.

The fleets at Metro Marine Modellers in Toronto were able to sail despite the high water and conducted a busy, full season including hosting the Canadian Soling One Meter Championship which was covered in the Summer newsletter. I know Solings, Victorias and DF 65s were active and Thursdays twice a month they held one metre evenings which attracted IOMs, US 1Ms and at least one DF 95 for fun racing.

The Quinte Model Yacht Club Mini 12 fleet sailing at the Bay of Quinte Yacht Club in Belleville, although delayed until the end of July, had a busy season culminating in their final Fall Series races on October 14. I travel to Belleville each week to sail with QMYC and they always make me feel welcome.

The following is from the QMYC Commodore, Brian Credico.

‘Although the historically high Lake Ontario water level this year was a challenge, the racing members of QMYC may have one of the best model yacht racing venues in Ontario. We are located at the

Bay of Quinte Yacht Club, BQYC, which is on a point of land that has the Bay to the south, with the harbour mouth to the east and the Moira River to the west. This means that we can set a good course regardless of wind direction or strength. The prevailing winds come from the south west across the open Bay, and if we have northerlies, we race in the wide harbour mouth. We can also use the inner harbour if the winds are in the “survival” range.’

‘The photo, taken at the last race of our season, shows some of our racers and their Mini 12s at the BQYC venue. From left to right: John Lowther, John Clay, Paul Switzer, Brian Credico, Chuck Jones and Jill Cox. Peter Sly, another of our regular racers, took the photo.’

‘We race the Mini 12 exclusively although several of our members also own Fantasy 32 models. We welcome new members and can either provide a used Mini 12 for a very reasonable price or help them build their own boat. Several of our members are also BQYC members and we all greatly appreciate the support and goodwill the BQYC provides. Having a cool one at the bar after a race is also a nice benefit.’

‘For a comprehensive description of QMYC and the Mini 12 visit our website at:

<https://qmycbelleville.wordpress.com/>

Bill Croft from Ottawa writes of the Ottawa Area Model Yacht Club:

We are a small club lucky enough to have access to a large pond in Andrew Haydon Park right alongside, but separated from, the Ottawa River. As we all know, 2017 has been very rainy in Ontario but our club was very fortunate to be unaffected by the high water levels in the river. In June we held our annual scale regatta which is always well attended. This is when we get to see some of the boats that rarely get out of the basement – and some amazing workmanship. Some of our members have a Fantasy 32 yacht and on one of the rainy days in August we had a club regatta for these yachts. The Fantasy is a great 32 inch boat which handles all wind conditions yet can fit in the car fully rigged. Although weeds are a common problem, the Mini 12 is the yacht of choice here in Ottawa. It is an excellent boat to sail as the smooth keel/rudder transition can handle weeds as well as any boat. In

(Continued on page 15)

(Continued from page 14)

September the club ran a Mini 12 fun regatta where the fastest boats had little or no advantage. The racing was in a number of different racing formats, full of surprises, and was finished off with a relay race. A great time was had by all. At the beginning and the end of the sailing season we get together for a lunch meeting at a local restaurant, recap the season, and generally chat all things sailing.

The small but enthusiastic IOM fleet at the Kingston Yacht Club raced on Mondays and sometimes Wednesdays beginning in July and hosted

the IOM Eastern Canadian Championships in September. See the report elsewhere in this issue. The general topic of RC sailing at KYC is being discussed at the Board level and a long term strategy to promote the existing IOM and Soling classes is being developed. A DF 65 has 'surfaced' at the club and will be tested in our fall Lake Ontario wave conditions. I sailed one in the 2016 Canadians and it went well in the sheltered waters of Lakefront Promenade Park but we will see how it reacts to 1 metre waves that the IOMs enjoy so much here. At last count there are 55 DF 65s registered in Ontario and I

suspect a similar number which have not found their way to CRYA so far. It is possible that the KYC fleet may endorse them in the future given the ease of entry into RC sailing of these complete boats in a box.

A big thank you to everyone who has provided me information for this newsletter. I do travel quite a bit and watch fleet racing schedules online but it is impossible to know all the activities that are taking place in the large province. Keep it coming. Best wishes for the fall and winter seasons.

Paul Switzer
Ontario Regional Director



QMYC Mini 12 Fleet On The Dock

Canadian IOM Eastern Regional Championship Regatta

Kingston, ON

September 9 – 10, 2017

Host Club: Kingston Yacht Club

The 2017 IOM Eastern Canadian Championships was hosted by the Kingston Yacht Club on the September 9-10 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. Nine boats, 3 from Canada and 6 from the United States, participated. Seven different designs were represented with Goth MX-7 and MX-14, BritPOP, Debow, V9 and FastOne hulls. American competitors traveled from California, Washington State as well as the New England States with Canadians from Montreal, Quebec and Kingston.

Both days we were blessed with sunshine, comfortable temperatures and a #1 rig strength NE wind with some interesting shifts which provided lots of opportunities for position changes. Race Officer Ross Cameron ensured a good starting line and fair starts. 32 races were conducted 17 on

Saturday and 15 on Sunday. Jerry Brower sailed a very consistent regatta with his V9 to win hotly pursued by Gary Boell, BritPOP, who finished second and Jon Elmaleh with his own design, Debow, in third place. Complements go to all for fair sailing and great competition.

Full results are published at www.kingstonyachtclub.com/results.

Thanks to a Forces Base Kingston Family Fun Fest celebration as part of Canada's 150th anniversary, we were treated to an air show each afternoon at 2:30 performed by the Canadian Forces Snowbirds Air Demonstration Squadron of 9 - CT-114 Tudor jets and a truly impressive and very loud CF-188 Hornet. Racing was suspended during the one hour show because it was impossible to hear the start sequence or pay attention to the boats with the amazing flying taking place. KYC was a perfect venue to view the

show.

Many thanks to Race Officer Ross, scorers Mary and John, support boat and mark setter Tim, Lana for the quick production of computer based results and to the Kingston Yacht Club staff for delicious lunches and friendly facilities for post race socializing, food and drink.

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 particularly more from Canada. This is a great venue for IOM sailing with a beautiful yacht club facility, and often strong thermal produced SW wind and BIG waves so bring all 3 rigs and lots of spare parts.

Paul Switzer, Regatta Chair

Rank	Sail #	Skipper	Club	Net
1st	USA 42	Jerry Brower	Seattle MYC	46
2nd	USA 71	Gary Boell	North Bay RCSC	68
3rd	USA 2	Jon Elmaleh	Central Park MYC	82
4th	USA 70	Roy Langford	Central Park MYC	96
5th	USA 14	Bob Shluger	HMYC	122
6th	USA 18	Michel Roure	CPMYC	122
7th	CAN 53	Paul Switzer	Kingston YC	146
8th	CAN 56	John Clay	Kingston YC	191
9th	CAN 64	Graeme Welch	Montreal MM	234



DF 65 Canadian National Championship

Fifteen eager Dragonforce sailors showed up at Steveston BC at 10 AM on Sunday October 1 to contest the Canadian Championships on the waters of the Steveston Radio Controlled Sailing group <https://sites.google.com/view/stevestonrcsailing/home>.

We were greeted with a flat calm but by the end of the afternoon, we had knocked off 16 races in mostly 6 to 12 knots pushing through the A+ rig's limits. Conqueror of the day was Chuck Lemahieu (USA 101) from Dallas Texas with a handy 11 point lead over myself, followed by Allan Gardner and Michael Kidd, all from the greater Vancouver area. These three only had 4 points between them.

A few notable travellers were Jerry Brower up from Seattle finishing in 5th and Michael Steele out from Toronto finishing in 6th but moving very fast. Steve Kibble also took the ferry from Victoria the day of the regatta and somehow got a pit crew to build a new rig in the morning.

We had originally thought that only our home fleet would be racing so the one day schedule seemed optimal but with the list of travellers suddenly developing we set up Saturday practices races with the hope of a group pub dinner that evening. No one told the weather man though so we were greeted by light drizzle and about 1 knot of wind for our 12:30 start. About 8 of us did manage a few drifting races but an early retirement to one of the many local pub style restaurants was in order. This gave the brave few a great evening of getting to know Chuck and the inside scoop on the class.

Racing started on the Sunday in glorious sunshine, at about 11 AM when a Westerly of about 5-6 knots arrived (an hour late on my schedule!). This gave us some solid A+ rig racing but as the wind speed built all the usual control issues began, nose diving downwind in gusts, lots of stalled tacks and boats and marks being hit by boats unable to steer. Measured wind speeds in the afternoon were about in the 10 knot range with lots of gusts to 15 knots observed. Most of the fleet quickly changed down to A rigs but Chuck, having not packed an A rig, had to soldier on with the A+. He had lots of control problems as you would expect but impressively, still managed to climb to the top of the scoresheet. Even with the A rigs many were having problems as you have to

constantly be on your game as you get toward the top of rig wind speeds.

Thanks go to our principal race officer Lawrie Neish, CRYA President who came over from Salt Spring Island and was ably assisted by the tireless Gunther Yip. Mark sets and rescues were done by Laurn Reynolds. Vern Renneberg facilitated our lunch and with the help of Marie Boyer and covered off any remaining tasks.

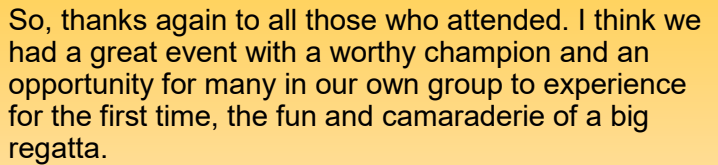
We also received some great sponsorship from Chuck at Dragon Sailing North America (<https://radiosailing.net/>) who generously donated a DF95 and fs i6 transmitter for us to raffle. Chuck also donated 5 spools of his special rigging line for a fleet draw, brought a bunch of spare parts and at the end sold off a bunch at a deep discount. Chuck's a great asset for the class, spreading the word on these marvelous, affordable one-design boats and making sure that we don't run out of parts and new boats.

Also generously supporting the event was Wilson Chong of Hot Sails (<http://www.hotrcsails.com/>) who donated a set of sails which were won by a pretty happy looking Al Oliver.



Radio sailing can be a wheelchair sport and we are lucky that the City of Richmond built this wheelchair accessible site and support our activities. The high grassy shoreside provides a natural viewpoint for the passing public to view our races.

(Continued on page 18)



A group of 15 people posing for a photo in front of a modern blue and white building. The group is arranged in two rows, with some people standing and others sitting or lying on the ground. The background shows a clear blue sky and some trees.

Bob Lewis—Race Chair

Hosted by
Steveston RSC

[illegible]

Some Action From the DF65 Nationals;



Coastal Cup Series Update

The series continued through the summer visiting even more locations. It all came to a good competitive end at the Royal Victoria Yacht Club facility and a brief summary of the day from David Cook says:

"In summary, it was awesome! Lots of races, wind on the light side, probably 2 knots most of the day, very little weed, no one fell or got bumped off the dock, 12 boats, lots of compliments from visiting sailors, thanks for making the effort, and Jerry Brower schooled everyone"

The series is on the books now for this year, and about 40 skippers sailed in at least one of these events. Generally, a good year of sailing at all of the locations with pretty good winds most of the day at each site chosen.


A short meeting after the event today showed that the feeling is to do it all again next year with maybe just a few tweaks but more or less the same format, locations and timing. Stay tuned.

A thanks to everyone who supported the series in one way or the other. A few people stepped aside on particular days to assume some race committee duties and they have been given an average of their other scores to compensate them for their yeoman duty.

The listing attached to this posting is for the actual series standings of everyone who entered the series. You can see that a very few actually put the miles in to be at every one of the events. So, there is the challenge to everyone for next year, get to all events.

Maybe special recognition to our foreign entry, Jerry Brower. He shows having missed two events but you should know that the first event he missed was because he was out of the country in France attending a little event called the World Championship Regatta. The second time he was in Kingston, ON attending (and winning) the Eastern Regional Championship. I'd say he earned his second place quite well.

See you all all over the West Coast next year.

Coastal Cup 2017 Overall Results																
LINE RESULTS																
Results are after 8 races and with 3 Discards																
Place	Nat.	Sail No	Yacht	Design	Age	BF	LL	SSI1	SSI2	Van	PA	Cow	RVYC	Total	Disc	Final
1	38	Martin Herbert	Dart 3	Saltspring Island, BC		4	2	1	3	1	3	42	42	98	88	10
2	42	Jerry Brower	Pikanto	Lake Stevens, WA		7	4	34	4	2	2	42	1	96	83	13
3	51	Rob Mulder	Otter	N.Vancouver, BC		15	14	2	8	3	4	3	4	53	37	16
4	94	Stan Schofield	Zoom	Nanaimo, BC		13	13	7	37	6	5	4	3	88	63	25
5	46	Barry Fox	V 8	Victoria, BC		6.8	9	6	7	7	6	6	6	53.8	23	30.8
6	68	Roger Kibble	Pikanto	Saltspring Island, BC		12	8	5	6	11	8	8	5	63	31	32
7	69	Steve Kibble	Goth XP	Victoria, BC		5	5	8	37	8	42	42	6.5	153.5	121	32.5
8	31	Graham Herbert	PDQ	Hornby Island, BC		34	1	34	1	40	1	1	42	154	116	38
9	06	Gunther Yip	V8	Vancouver, BC		20	15	34	12	10	10	9	10	120	69	51
10	27	Bob Lewis	BritPop!	Vancouver, BC		34	7	34	5	5	42	2	42	171	118	53
11	76	Bob Copley	V 8	Port Alberni, BC		10	10	34	37	9	7	42	42	191	121	70
12	157	Tony Cox	Rubix	Langley, BC		22	34	34	37	12	13	42	9	203	113	90
13	87	Wilson Chong	Otter 3P	Surrey, BC		23	19	34	37	13	42	42	42	252	126	126
14	23	Adrian Harrison	BritPop!	Victoria, BC		8	12	34	37	40	42	42	42	257	126	131
15	07	John Ball	V 8	Parksville, BC		34	6	34	37	40	42	42	42	277	126	151

Some Coastal Cup Action This Year



CRYA Stalwarts

Don Burton

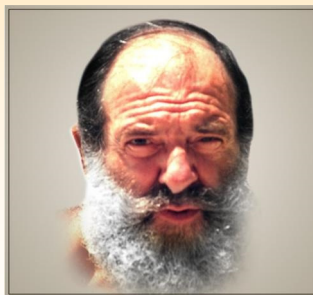
I am sad to report that Don Burton of Metro Marine Modellers passed away in September at the age of 92. I first met Don in 2004 as I attended my first Soling One Meter Canadian Championship Regatta in Toronto. Don was working the scoring desk as he often did over the years and was known for his immaculate hand writing on the score sheet. Just a lovely gentleman and I am honoured to have known him. His long time friend Ray Peacock has provided me with the following insights into Don's activities within MMM and the CRYA.

Ray's words;

I first met Don in 2005 when we were both on a TAIG miniature lathe course, and we immediately struck up a friendship, although I was not then aware he was a model sailor, and a sail modeller - (I am a static modeller). Since then we became close friends, and despite the fact that he was several years older than I, perhaps it was our UK heritage, and, unknown to me at the time, his early jobs in the Liverpool area close to where I was brought up, that helped. I knew he was one of the earliest members of Metro Marine Modellers, along with his very good friend and MMM Founder Member Ray Davidson. Just as I did, Ray D found Don to be a very likeable fellow, and immediately encouraged him to join Metro. By the time Metro became member club #5 of AMYA Don had become a keen sailor, and when Canada became an independent international sailing authority in 1974 Don joined the newly formed CMRA, later the CRYA, with the number 39. He must have been one of the longest-serving members of CRYA when he passed away.

From time to time Don mentioned the evolution of boat types in the Club, from 10 Raters to Marbleheads and IOMs, from Solings and eventually DragonForce 65's. Although he claimed to be only a moderately successful sailor he enjoyed participation in the social and competitive life of the Club and meeting, and the many

friendships that developed as he met with other Club Members at inter-Club Regattas. He admired Ray Davidson's abilities as a sailor, and Ray's instinctive knowledge and reactions to puffs of wind on the race course, but he decried his own inabilities in this aspect of sailing. As he told me he always had difficulty with the need to reverse his control movements after his boat rounded the mark and sailed towards him on a reciprocal course! I'm sure he was never as bad as he seemed to be, just modest.



He was often happiest when he was the scorer at regattas. However he did tell me that more than anything he enjoyed building boats more than sailing them competitively. As he became progressively more bionic with replacement joints, and infirm with arthritis, he regretted not being able to sail his boats. It

didn't stop him adding to his fleet of boats however, as he challenged himself, unsuccessfully, with the purchase of a new DragonForce65, which he assembled but never sailed.

On a more personal note Don could always be depended upon to advise me on how fair a hull that I had built was – and "Good enough" was never good enough for Don. Don would never refuse an invitation for me to drive him somewhere, saying that if he said "No" to such an invitation that would be the way to old age! It therefore never occurred to me not to make sure he could participate in "normal" life. Indeed, without his knowing, his enthusiastic response resulted in my never stopping to think if he would want to go to a Regatta or a steam traction show, or a meeting of the Club. He was always "up" for it!

Submitted By: Paul Switzer

Bernie Reid March 4, 1935 - June 26, 2017 It is with sad hearts we share the news of the sudden passing of Jacques Bernard (Bernie) Reid at 82 years young in Ottawa, Ontario. He was married 41 years to Gwen, who predeceased him March of this year. Bernie, an avid boater started sailing at the young age of 14 and was an active member of the Britannia and Trident Yacht Club. He was a very competitive racer and enjoyed the win, always one to run a tight ship and a clean deck.

Bernie and Gwen were very involved in model sailboat racing, both here at the Ottawa Area Model Yacht Club, and in Punta Gorda, Florida, at the Sun Coast Model Sailing Club. Bernie was the secretary for the Mini 12 class for many years. They were both very competitive and always socially active. In the last few years as Bernie's health declined, Gwen was always there for him - even carrying his boats to the pond and setting them up, so Bernie could enjoy an afternoon of sailing. Both Bernie and Gwen will be sadly missed by all their sailing friends.

Submitted by: Bill Croft

IOM Class News

As you will see in other columns in this issue, the IOM class has had a pretty busy season across the country.

Not quite as strong as we would like to see in the eastern part of the country but there are signs of activity bouncing back in the next years.

On that point we need to acknowledge the efforts of Paul Switzer to charge ahead and show his commitment to the class by organizing and hosting (and sailing in!!) this year's edition of the Eastern Regional CR. Quite light on Canadian representation but great conditions for a Championship event.

In case you don't notice, there is a bit of an upswing along the eastern seaboard in the US taking place and that bodes well for some cross border support.

All of you that have an IOM sitting in the closet/shop/wherever, you should come out to some sailing events and enjoy the boat, the camaraderie, and the fun of competition. Watch for event announcements that will be coming your way.

Only a few short years ago, the Calgary group were a somewhat ragtag group of sailors with what was virtually one of every model of boat that was available. Through the efforts of Andrew Baak, and Steve Kibble before he returned to BC, they have done everything they could to develop a great fleet of boats to the extent that this year they were able to hold the Canadian Nationals at a great location and pull together a fleet of 31 boats from all over North America and produce a great quality event.

So a few of you enthusiastic folks in the east have a good template to follow to rebuild what has been the

flag ship fleet for the class at one time.

I recently attended the US IOM Nationals in Garland, TX (a suburb of Dallas) to help operate the event. I ended up doing score keeping and fleet management in concert with a good group of folks from other parts of Texas and Australia. I got to re-meet some old friends from when I lived in that area and also to meet up with others who I have had a fair amount of online connection with. Always good to have faces and voices to go along with the names.

I also got to meet the lone Canadian entered in the event. That was Christian Pavey from Toronto. We spent a bit of time talking about how his event was going and a bit of time about rebuilding the Toronto area fleet. If Christian calls you, please answer and support his efforts.

So now, for many areas of Canada, it is rebuilding and maybe outright building time. For many of you the water is about to turn hard and these deep keel boats just don't seem to do as well. An ideal time to find a bit of bench space and start doing all those updates and reliability mods to your boat so you can have a trouble free season next year.

It may be next year before I get to write the next column so I want to thank everyone who has supported the class in 2017 and look forward to more events with more entries throughout 2018!

Have good winter season and a terrific 2018

Barry Fox
Class Secretary



**After We
Left
Calgary,
Then The
Winds
Came
#3 Rigs
You Can't
Beat It**



Soling 1M Class News

As the newly installed Class Secretary I don't have a lot to report.

The Canadian Championship was held in Toronto and Paul Switzer of Kingston Ontario was the winner by one point. Congratulations to Paul for a job well done. We are seeking a site for the regatta in 2018, interested parties can contact me at jwgoddard@gmail.com.

I have started a Facebook page for the S1M class in Canada, clubs that want to post stories, pictures or regatta results for everyone to see can request editor rights by contacting me. The url for the Facebook site is <https://www.facebook.com/Soling1MCanada/>

Additionally I am sending news out on a mailing list provided by the CRYA. If you are not receiving emails from the S1M class let me know or you can add your email to the list via the Facebook page.

One fun project underway is the selection of a logo for the S1M class in Canada. I am looking at setting up a survey online to choose the winner from the submissions so watch your email for that.

One of the highlights for many of us each year is the Annual CanAm Regatta. This year the regatta was changed, and a new scoring system used the average score of the top ten boats from each country to determine the results. Each country can have a maximum

of 15 boats, so the numbers are more even. Despite the changes our Canadian team came second again. We are so close to winning, we just need more consistency.

The Soling 1M is a great boat and fun to sail. I know there are many out there that have fun building and tinkering and sailing at the lake or cottage. This class is yours too so don't let the racing talk overwhelm the conversation. I want to hear from everyone with building tips, fun sails, club news or whatever is important to you.

Thanks, and have a great frozen water season!

Jim Goddard, Soling 1M Class Secretary



Next Year(§)

At the beginning of this edition of the Newsletter, Lawrie mentioned a bit about the nominees for the various Executive positions that are up for election—all of them.

In that part of his column he talks about the seemingly western bias as far as composition of the Exec is concerned and he is right. Except

A lot of emails, phone calls and even personal one on one talks were held with members in the regions west of BC and, in the end, often for sound reasons, we could not find anyone in those areas to accept a nomination.

A few of the people approached have expressed a hope to be able to step up in future years so that is really good to hear.

By the time you read this, nominations will have closed for this election cycle. Listed below are the nominees for the positions available (again, all of them) and a bit of an idea from them as to what they feel is the direction to take CRYA from here.

The good news is that Lawrie has CRYA sitting on a pretty stable foundation to move forward so it is up to this group to build on what already exists. You will see a pretty energetic list of things they want to work on. So when any of them calls on you to help us move in that direction, please pitch in and help. It takes support from everyone to make it all happen.

Nominees:

President: Brice Silzer

I believe I have the ability to bring people together effectively to tackle critical conditions facing this organization. The first condition is that the CRYA, like many similar organizations, is suffering from generational decay as our membership ages. We need to revitalize by providing activities which encourage a new group of people to participate in our sport.

It is my belief that the organization can become more relevant to members by creating more regional and local autonomy and focus. By doing this most of our Members who do not travel afar will have a richer experience in the sport. It is also my firm belief that internal and procedural changes are needed to create a strong brand that will make the Membership see the CRYA as "worthwhile" to them.

Executive Secretary: Gunther Yip

I have been involved in radio sailing for the past two years. As a member of CYRA, I have seen the need for members to become involved in order for this organization to grow and thrive. I believe that my skills as an engineer and my volunteer experience would serve me well in the position as Executive Secretary.

Treasurer: Bob Lewis

I think active classes should organize themselves and take on as much of the work related to their class as they can e.g. allocating sail numbers and organizing regatta. I think most volunteers have more energy for their own classes. Or is that just me?

I think all Regional Directors should be board members for national representation.

Adding Regional Directors to the board would make a large group and possibly cumbersome but I think board meetings should be seldom and concentrate on policy decisions. Let the executive run the day to day stuff.

I have no ideas on the use of the surplus but it's comforting to have a surplus on hand.

I think the insurance policy needs to have the "insureds" section revised to clearly cover members while sailing.

I think the membership year should run December 1 to November 30 and be stated in the bylaws but I think a member should remain in good standing for two months into the new year. It helps the accounting if memberships are not paid in advance of the year.

I think there should be an AGM each year as required by the Act with proper notices and elections.

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(Continued from page 25)

I would support any kind of electronic meetings including something like week long email exchanges.

I would like to see an electronic forum for CRYA issues on yahoo or other.

Registrar: Barry Fox

I have been involved in radio sailing for about 13 years and currently serve CRYA as the IOM Class Secretary. The result of that is that I have created and maintain a separate database of the class registrations for the IOM class in order to develop a process to see that all of the pertinent information for this class is kept in a single place.

If elected as Registrar I will pursue enhancing the online registration process to include online access to class secretaries and organization officers so that they can see current information as needed

without having to go through any requisition process to see the information that is needed to properly manage their class.

Director Communications: Art Prufer

I had been publishing the CRYA newsletter for one year prior to 2017.

I have worked in the IT industry for 20 years maintaining a Global Network along with the web servers used to monitor this network.

I created the Website for the Fraser Valley Rhododendron Society in the early 2000's as well as published their newsletter.

Director Technical: John Ball

I have been a CRYA member for the last 12 years. I am a former CRYA Technical Director and IOM Class Secretary and former Marblehead 50/800 Class Secretary for the AMYA. While many of us like to build or operate model boats, I think the

primary reason most of us join the CRYA is to race. So my focus will be to support the racing program of the CRYA by helping the Class Secretaries and your Clubs as you organize your events. I will also be happy to assist Class Secretaries obtain answers for any questions relating to interpretation of class rules; and I would be pleased to help all members who have questions about racing and the rules. But I also see that the management and finances of the CRYA need attention to reflect the online technology that has changed the ways that we do business – for example, the electronic distribution of the newsletter has reduced our annual expenses, yet there are other savings opportunities available. So I will push the new board of Directors to revisit our membership benefits, our methods and our fees structure, to ensure that we have a low cost, yet stable and prudent financial strategy for the future.



Your New Treasurer, Bob Lewis, Apparently Ready For Halloween A Bit Early And Rounding the Windward Mark In 6th At The DF65 Nationals



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

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