



Winter 2018

CRYA Newsletter

Radio Sailing in Canada



Inside This Issue

<u>President's report</u>	<u>Page 4</u>
<u>Treasurer's report</u>	<u>Page 5</u>
<u>Insurance report</u>	<u>Page 7</u>
<u>Registrar's report</u>	<u>Page 8</u>
<u>Tech report - Rule 20 Hailing</u>	<u>Page 14</u>

Notice of Races

IOM Beaver Fever - Regional [March 16-18](#)

Last call for 2018 membership dues was Jan. 31st.

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.

The 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).

Please note NEW items and dates in the Business Calendar.

CRYA Business Calendar

- **JANUARY 31st.** Membership fees grace period expires.
- **JANUARY 31st.** Deadline for the Winter issue of Canadian Radio Yachting for all articles, notices of regattas & changes to regatta schedules, and ads.
- **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.
- **SEPTEMBER 1st** (odd numbered years) Call for nominations posted on website and newsletter
- **OCTOBER 30th.** Deadline to receive material for the Autumn issue.
- **OCTOBER 30th.** (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, Treasurer/Registrar & Directors. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.
- **NOVEMBER 1st** (odd numbered years) members receive ballots for voting
- **NOVEMBER 30th** **Membership expires**
- **DECEMBER 1st.** Expected date to receive Autumn issue.
- **DECEMBER 31st.** In odd years. Ballots due to be received by the Exec. Secretary.

On the Cover:

Calgary Model Sailing Association (CMSA) member Andrew Baak readies his RC Ice boat for a record breaking run.

Advertising in Canadian Radio Yachting

Contact the Treasurer by the due date for material to be received for any issue.

Advertising Rates

- Full Page in One Issue \$40
- Half Page in One Issue \$25
- Quarter Page in One Issue \$15

CRYA Contact List

Office	Name	Location	CRYA Email
President	Bruce Silzer	Toronto, ON	president@crya.ca
Past President	Lawrie Neish	Saltspring Island, BC	pastpresident@crya.ca
Executive Secretary	Gunther Yip	Vancouver, BC	secretary@crya.ca
Treasurer	Bob Lewis	Vancouver, BC	treasurer@crya.ca
Registrar	Barry Fox	Victoria, BC	registrar@crya.ca
Technical Director	John Ball	Vancouver Island, BC	technicaldirector@crya.ca
Communications Director	Art Prufer	Parksville, BC	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	Kingston, ON	ontariodir@crya.ca
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Maritimes	Bob White	Dartmouth, NS	maritimedir@crya.ca
Class Secretaries			
EC-12	vacant	vacant	ec12secy@crya.ca
International Classes	Lawrie Neish	Saltspring Island, BC	intclasses@crya.ca
IOM	Barry Fox	Victoria, BC	iomsecy@crya.ca
US1m	vacant	vacant	us1msecy@crya.ca
Victoria	Bill Shorney	Toronto, ON	victsecy@crya.ca
Soling 1M	Jim Goddard	Dartmouth, NS	solingsecy@crya.ca
Mini 12	Robert Beaudoin	Ottawa, ON	mini12secy@crya.ca
RG-65	Wilson Chong	Vancouver, BC	dfrgsecy@crya.ca
DF-65	Wilson Chong	Vancouver, BC	df65secy@crya.ca
CRYA Official Measurers			
British Columbia	Lawrie Neish	Saltspring Island, BC	westmeasr@crya.ca
Quebec	Dennis Edge	Beaconsfield, PQ	quebecmeasr@crya.ca
Ontario	Paul Switzer	Kingston, ON	ontkingmeasr@crya.ca
Ontario	Marko Majic	Mississauga, ON	onttormeasr@crya.ca
Alberta	Hans Konig	Calgary, AB	prairiemeasr@crya.ca
British Columbia	Nigel Ashman	Vancouver	vanmeas@crya.ca

Your new Executive /Directors 2018-2020

As listed above, please use the email address to contact your executive/directors for any thoughts, ideas or issues related to Radio Sailing in Canada.

The Team wishes to thank the many Members who renewed and /or maintained their membership allowing them to have a vote for the new Leadership of the CRYA. It is hoped those who stepped up to participate sensed there was change in the wind and there is. This team began examining how the CRYA had to change over the last year. When we were elected a broad plan was set in motion which you will be informed of as the pieces come into place. Please refer to the President's message for some insight.

One of the first goals, for the team, was to contact and secure volunteers to fill all Regional Director Positions and Class Secretaries position. They are listed above in the CRYA contact list, including 2 vacant positions.

President's Report

By Bruce Silzer - CRYA President

Ahoy and good New Year to all on behalf of your new Executive.

We are excited to be taking the helm but before we go further let us sincerely thank Lawrie Neish for his service over the past years. His efforts to keep the organization going have been at times herculean. He has been most helpful during the transition and will be a strong resource as we move ahead. We are sure that having the weight of the CRYA lifted from his shoulders will allow him to continue in the sport with more enjoyment. Thank you Lawrie.

The Executive has been working diligently to ensure that the transfer of authorities and roles have been smooth. We can report that all positions across Canada have been filled thanks to volunteers who have stepped forward to help us turn a new corner. The CRYA has a strong team and is ready to reshape the organization.

Change often requires patience but it must also be visible. Over the past months many good ideas have been presented to our team. All are being considered and will be presented to the Membership for consideration as we move ahead. In the short term here are a few things we are working on.

In an effort to create a more functional organization we will be looking at several constitutional changes to modernize the organization. One such change, which will be presented this year, is the decentralization of decision making within the organization. To illustrate, the Board of the CRYA will be expanded to include Regional Directors in decisions of Policy and Procedures, encouragement of growth and operational advice to the Executive. This is a new direction intended to build engagement and increase responsiveness to Member issues. The Executive will maintain an operational role dealing with day to day operation and maintenance of the CRYA. As we move ahead Class Secretaries will be given a more hands on role in maintaining their Class registration and the development of their aspect of the sport.

Major issues we intend to investigate and review will include recognition of Clubs, universal insurance coverage for Members, regional sanctioned Regatta support, fee structure, service to Members to mention issues brought forward over the past months to name a few.

We ask that you, our Members be patient as we move forward as quickly as possible. We also request that you voice opinions to your Regional Directors, Class registrars and of course your Executive. We are volunteers at your service give us your support so that you can be supported.

Thank you and fair winds.
Bruce Silzer

Who Is the President of the CRYA?

I am a retired teacher (Elementary, Secondary and Post Secondary) with 38 years in the field. For most of those years in Education I was directly involved in Union activities at the local Executive level. After retirement I continued Union activities as an Executive Member with the Occasional Teachers' Local then as the Union Health and Safety Officer for 5 years. In June of 2017 I said fare well to my teaching career to entire full retirement.

For several years I was an avid canoeists (tripping and white water) then returned to sailing (recapturing the feeling of Sea Scouting on the Bay of Fundy) by building a Mirror dinghy which was a constant week end companion for over ten years. Following a life threatening incident off the shores near the Kingston Ontario sailing club I traded up to a Hobbie Cat to get the speed bug out of my system. Not being able to leave well enough alone I became the Secretary of a local boat club. After a few years of single handed sailing on Lake Ontario the Cat was sold and with sighs of relief from my wife the land became home once more. This abandonment of the water did not last long as the sport of RC sailing caught came on the horizon. My bent for Executive involvement brought me into the President's position of the Metro Marine Modllers Association and now the CRYA.

I look forward to making a difference in the CRYA.
Bruce Silzer

Treasurer's Report

By Bob Lewis - Treasurer

Some activity on the financial side to report this quarter.

1. With the change of treasurer, banking authorizations needed to be changed. These are still in progress as signatures need to be mailed around the country but we're expecting it to be completed soon.
2. The financial statements for November 30, 2018 were completed, reviewed by Roger Kibble and approved by the board.
3. A budget was prepared that more or less mirrors the financial statements since no expensive new initiatives are planned so far. The budget was approved by the board.
4. The insurance policy which runs from January 8th was renewed after some discussion with the broker.

Canadian Radio Yachting Association Balance Sheets as at November 30 (Unaudited)

	2017	2016 Restated
Assets		
Cash	\$ 1,694	\$ 1,054
Short term investments	16,018	15,000
Prepaid expense	74	1,199
Accounts receivable	50	-
	<u>\$ 17,836</u>	<u>\$ 17,253</u>
Liabilities		
Accounts payable	\$ -	\$ 350
Deferred dues	1,041	175
	<u>1,041</u>	<u>525</u>
Accumulate surplus	<u>16,795</u>	<u>16,728</u>
	<u>\$ 17,836</u>	<u>\$ 17,253</u>

Approved by the Directors

Bruce Silzer

Bruce Silzer, President, Director

The New treasurer's comments on 2017 financial statements:

1. The restatement of 2016 records website consulting completed in 2016, but invoiced at the end of 2017, as a 2016 expense.
2. Short term investments include two 3 year GIC's totalling \$12,000 that technically are long term but are

(Continued on page 6)

(Continued from page 5)

shown as current to simplify presentation.

3. Deferred dues represent 2018 member dues and boat registrations paid in 2017.
4. No cashflow statement is presented as it would not be materially different from the statement of operations.
5. Notes to the financial statements have not been prepared as not material.
6. Operating statement amounts include memberships and fees for approximately 180 members, 80 boat registrations, and 11 personal sail numbers. AGM costs are for ballot mailing. Measuring expenses are for measuring equipment and stamps.

Canadian Radio Yachting Association
Statements of Operations and Accumulated Surplus
For the Years Ended November 30
(Unaudited)

	2017	2016 Restated
Revenues		
Membership dues	\$ 2,702	\$ 3,077
Boat registrations	408	484
Personal sail numbers	55	25
Interest	22	25
	<hr/> 3,187	<hr/> 3,611
Expenses		
AGM costs	278	619
Bank charges	28	132
BC registration	20	40
Insurance	1,050	1,050
Measuring expenses	776	274
Office supplies, postage and software	401	212
Website	567	424
	<hr/> 3,120	<hr/> 2,751
Surplus for the year	67	860
Accumulated surplus, beginning of the year before restatement	17,078	15,868
Restatement to correct prior year accounts payable	<hr/> (350)	<hr/> -
Accumulated surplus, end of the year	<hr/> \$ 16,795	<hr/> \$ 16,728

CRYA Insurance Report January 15, 2017

The insurance renewal for the CRYA policy came up January 9th so we decided to renew. A bit before the renewal our broker suggested that we describe the activities of the CRYA and she would pass that on to the insurance company to advise us who is covered for what. I did give a list of potential coverages and this was the reply:

According to the CGL wording: the following are insured's under the policy:

(b) A partnership, limited liability partnership or joint venture, you are an insured. Your members, your partners, and their spouses are also insureds, but only with respect to the conduct of your business.

(c) A limited liability company, you are an insured. Your members are also insureds, but only with respect to the conduct of your business. Your managers are insureds, but only with respect to their duties as your managers.

(d) An organization other than a partnership, limited liability partnership, joint venture or limited liability company, you are an insured. Your "executive officers" and directors are insureds, but only with respect to their duties as your officers or directors. Your shareholders are also insureds, but only with respect to their liability as shareholders.

Listed by possible insureds, we are hoping that we have covered the following:
(Questions posed to the Insurance company and responses in red).

1. The CRYA - **YES**
2. Officers and directors and volunteers of the CRYA when carrying out CRYA administrative activities - **YES**
3. Members of the CRYA when participating in model sailboat activities. - **YES**
4. Clubs and groups that consist of CRYA members when carrying on model sailboat activities. - **Only the Members, not the individual Clubs and Groups - they require own insurance**
5. Organizing committees and volunteers in the running of CRYA sanctioned events. - **Volunteers - YES, If Organizing Committees are comprised of members - YES**
6. Members of other country national authorities sailing in CRYA sanctioned events. **NO**
7. Property owners at our sailing locations (often municipalities) possibly through additional insureds certificates. - **YES - with Acceptable Certificates of Insurance.**

Please replace any advice you have previously received about CRYA insurance with the above. The Directors are relying on the interpretations given here that the broker states were from the insurance company.

The policy is a **Commercial General Liability** policy with no Directors and Officers (D&O) component except as it pertains to personal injury or property damage. The general liability limit is \$2 million. Insurance certificates are available for municipalities or landowners to be added to the policy for liability arising out of CRYA activities.

Bob Lewis, Treasurer

Communications Report

Art Prufer - Communications Director

After a one year hiatus, I am back on the soap box, as CRYA Communications director. I am now maintaining and updating the CRYA website, as well as collecting reports and articles to publish the quarterly newsletter. I am excited that we now have a fully represented slate of *elected* Executives and Directors, as well as Class Secretary volunteers for all but 2 classes. I believe the key to a successfully run organization is good communication, and I hope to ensure this is the case for both the CRYA board and members. I've implemented a means of archiving Board email discussions as well as voting mechanism for historical reference.

Please don't be shy with regatta reports, news articles, etc. which can also be posted [on the web site](#). Send an email to communications@crya.ca with anything you want published in the newsletter or website.

--Cheers-- Art Prufer

Registrar's Report

By Barry Fox - CRYA Registrar

This will be pretty short as I am writing this about 2 weeks after starting in on the job. So for now the processes and tools used for doing boat registrations and memberships won't change. Actually, I would hope that you might not notice any changes we make except for trying to make it easier for you to navigate the steps to do this.

Lawrie Neish took this task over a few years ago when the registry was actually in pretty tough shape. He did clean up a lot of the issues with the records and we should all be very thankful for that effort. It is still a bit more manual than I would like to see so my self-imposed task over the next two year sis to make this a simpler thing for the Registrar to do and my successor (because in two years' time there will be one) can step in a takeover very seamlessly regardless of where they are in Canada. This is a National organization.

So not a lot of news right now and probably some more and better details when the Spring issue of the Newsletter comes out.

In the meantime keep those membership renewals coming in (use the CRYA online system (and PayPal)) as much as possible and let's keep CRYA and radio sailing growing in Canada.

Western Region Report

Roger Kibble - Western Regional Director

Prairie Region Report

Andrew Baak - Prairies Regional Director

2018 Prairie Region Winter Report

So first of all Happy New Year to everyone!! The winter sailing season is in full swing on the Prairies, **winter sailing** on the frozen prairies you say? why yes! we have been able to get out to the lake to sail our ice boats a few times with absolutely perfect glass like ice (more on this below).

The Prairie Region has finalized the 2018 Calendar and there is going to be a lot of activity for this spring and summer. Sailing is scheduled with alternating Sundays between Emerson Lake in High River (just south of Calgary) and a nice pond in Strathmore (just east of Calgary). The plan is have the PBC's (Peanut Butter Cup) races at Emerson and then a spring and summer series held at Strathmore. Tuesdays, Fridays evenings will be mostly sailed at Glenmore Reservoir however this may need to change if the planned reservoir upgrade takes place.

The sailing fleet is growing over the winter with new/used boat movement as well there are 2 Ellipsis IOM's (designed by Frank Russell) under construction one a fantastic new woody and one out of fibreglass

also 2 new fibreglass Images (designed by Graham Bantock) being built all should be fast additions to our fleet. Some of the boat movement is due to new sailors interested in joining us but also due to the reacquainting with some of the sailors who sailed as part of a group in Calgary back in the late 90's early 2000's, this is exciting because it will add some new faces and some great sailors.

Ice sailing is in full swing with 5 homemade ice racing machines meeting up for some friendly competition. Besides the obvious like freezing



(Continued on page 9)

(Continued from page 8)

temperatures, there are a few things that make ice boat sailing harder than the soft water boat sailing so we do not get out as much as we would like, those are:

- Smooth ice (no snow)
- Wind (to little or too much)
- Day off (no work or other family commitments)

So once you have all the right conditions and the day off you hope that you remember your transmitter or the batteries are charged we head out on to the glass like lake to let the skated machines go for an almost silent day, the boats glide across the lake but the sailors need to have quick reactions when the gust hits so they do not flip on their sides, also the lake ice is way harder than ice on a hockey rink so the blades have trouble holding an edge so steering needs to be very light. So far no official races have been held this 2017/18 season since a few boats either had too much sail, not enough sail, or needed some fine tuning repairs or the skipper forgot their transmitter. The hope is to be able to report on some races by the next newsletter.

The Calgary Model Sailing Association will be hosting its annual "September Blender" 2018 edition as the Prairie Regionals at Emerson Lake, High River Alberta on September 14-16. The hope is with the dates a little earlier than last year we will be graced with warmer weather. For those who did not come last year, Emerson Lake is a fresh water lake located with-in a residential community in the Town of High River (approx. 1 hr south of Calgary). 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 plan is to have temporary docks in place). The lake is stocked with rainbow trout which can regularly be seen jumping.

At the time of writing this report we have 3 - 5 Calgary sailors making plans to head west to sail, they are just waiting for confirmation of dates and locations, the sailors are looking forward to meeting up with the sailors on the coast.



Even though the majority of the Calgary boats are IOM'S (currently 36) we are excited that there are now 4 Marblehead's, 4 (possibly more) DF65's and a few other types of boats and would like to encourage those who have a different class to join us on our sailing days. If there are more than 4 or more of one class on any given day we will make a separate start and scoring. 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 winter,
Andrew Baak



Ontario Regional Report

By Paul Switzer - Ontario Regional Director

So far, winter 2018 has been brutal in Ontario as in most of Northeastern North America with record setting low temperatures. My beloved Kingston set a low overnight temperature record of -30.9C in early January the previous 50 year old record being -26.9C. We have had years in which we could sail in January in Lake Ontario but not this one. Iceboats maybe! So what off season activities are of interest?

I am not aware of people building or restoring boats this year although I am sure that is happening. It is a big province. If you have a project, write an article for the Spring Newsletter and share your experience.

We in Kingston are investigating a winter program of sailing in a swimming pool if we can talk a local pool into accommodating us. So far we are getting strange looks and what we consider to be high pool rental cost estimates. This idea is based on a popular program at Royal Canadian Yacht Club in Toronto sailing DF 65s in their pool at their athletic club winter location. I would be interested to know if anyone else does this. Back in 2004, I attended one such event for IOMs in the Pointe Claire Olympic pool so I have a good idea what is involved.

Battery storage is often a topic of debate and one can find conflicting information on the internet about how to store batteries. I am no expert on this and I only use NiMh 5 rechargeable battery 'hump' packs of 1,600 mAh capacity and have for years with great success. They seem to retain their capacity and last for years the way I have been treating them. I use them with several brands of sail winches both drum and arm geometries including RMG, Hitec 7955 and Futaba S3801 and they have sufficient capacity the way I use them.

During the sailing season I always trickle charge them overnight using an old Futaba adapter charger model FBC-8B(4), which was designed for Ni-Cad, and do not use the fast charger although I have a good Triton one. I have enough of them to cover two day regattas using 2 a day and switching them at the lunch break. I take the fast charger in case I need it and use it only occasionally and never at a charging rate higher than 10% of the cell's capacity.

In the off season, I trickle charge them to fully charged at season's end and again mid-winter and before use in the spring. I store them in the basement which is below normal room temperature. I only discharge/recharge recycle them if I notice a reduction in capacity which is seldom. That is usually an indication the pack needs to be replaced soon anyway in my experience so I use it for bench testing if the recycle does not revive it. This loss of capacity is mainly a NiCad problem and I have found the NiMh ones are pretty resilient.

It is not difficult to find recommendations on the internet to store NiMh cells either fully charged or discharged to about 1 volt. The former has worked for me so I have never tried the latter method.

I have not explored LiPo, Li-Ion or LiFe batteries although my Triton charger will handle them. My basic understanding is that they are best stored at about 40% capacity but I have no experience with those types. I guess I am too conservative and short sighted, if what I have works, why change? My boats all weigh in with the 114gram 5 packs so I don't need to save or reposition weight.

For real expert information on handling all types of RC batteries you will find a great article on the [Western Reserve Model Yacht Club](#) website or watch their [video 'battery clinic' on YouTube](#).

Another storage issue I have experienced was with sails. I usually store my Dacron Soling sails hanging vertically, the PX-75 and Mylar IOM sails in their rig box and the Trispi EC 12 sails hanging in their rig bag. Never had a problem with this until I purchased a CPM505 #1 rig for the Mini 12 and stored it vertically like the Soling sails. I always release all the outhaul, cunningham and vang adjustments when the sails are not in use. Over the winter, I assume based on the weight of the boom and with the large roach, the CPM505 main developed a crease along the leech which I was unable to flatten out. Longer battens did not help. I wrote the sail maker who told me the taped seams may have slipped and he had started to sew the seams on new sails to prevent that problem. He kindly sent me a new main with sewn seams. I now store all my multi-panel sails horizontally.

I am sure you all have techniques for looking after things during the off season but hopefully this information has been useful to some of you.

Enjoy winter!

Paul Switzer

Quebec Regional Report

By George Robertson - Quebec Regional Director

Plans are being completed for the summer of 2018 with racing starting in May. We hope we don't have high water problems in the Montreal area again this spring. The Soling 1m fleet at Hudson Yacht Club will have a full schedule of club racing in addition to two Open Regatta, July 22 and Labour Day Sunday Sept 2nd. NORs for both are posted on the CRYA site.

Last year's spring floods caused damage to the HYC club house and major renovations are required, including raising the entire structure three feet. This work should be completed by late spring. We hope all this work will not keep the Solings away from the water.

George Robertson
Soling 1m Fleet Capt. HYC

Marine Modellers Montreal Report - by Michael Newin

Even though we were only able to use one of our two regular sailing venues this year, due to high water levels in Lake St. Louis, we were still very active. A club event took place just about every weekend from May until November. Most were at Beaver Lake on Mont Royal including two club regattas. Our primary sailboat is the new "Weedless 1M" club sailboat that we are developing but on open sailing days there might also be DF65, DF95, EC12, IOM, Marblehead, Mini 12, EC12, Ragazza, Seawind, Soling, Vela, 6metre or even Footy. If more than a few members show up, in go the buoys and out comes the clock for some friendly racing.

We have been very lucky to have



access to Beaver Lake again after many years of renovations. The site is excellent for sailing. Lots of water for large or small courses, very little weed problems, and a cafe with washroom facilities on site. Trees completely surround the lake so the wind can be more than a little changeable during the summer months but generally it just adds to the challenge of sailing.

Two club regattas were held this year that were very well attended. The racing was quite

(Continued on page 12)

(Continued from page 11)

competitive at times and I think everyone thoroughly enjoyed themselves. Hopefully more of our members will take part in other clubs regattas next year and maybe we can invite sailors from other clubs to come and join us.

This winter we have started a club build of five boats based on laser cut plywood frames. Weekly seminars are being held where experienced builders show newer members how to lay out a building board, set up the frames, and plank the hull using either balsa or cedar. Future seminars will be on glassing the hull, constructing the mast and booms, making sails, rigging and electrics with a final session on setting up the boat.

Hopefully we will be even more active next season.

Michael Newin - [Marine Modellers Montreal](#)

Atlantic Region Report

By Bob White - Maritimes Regional Director

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.



(Continued on page 13)

(Continued from page 12)

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 15/20ks 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.

Technical Report

By John Ball —Technical Director

R 20 and Hailing for Room to tack at an obstruction.

Let's say that you are sailing close hauled on starboard tack and approaching a shoreline, but there is another boat just to weather and behind you, now you have a problem! Carry on and you run aground; or tack and hit that other boat. Or perhaps you are sailing close hauled on port tack, near another boat and both of you are converging with a starboard tack boat and need to do something to avoid a collision.

The Racing Rules of Sailing (the RRS) are designed to allow you to avoid collisions, so there is a rule to help you in this critical situation! That rule is **R 20 Room to Tack at an Obstruction**.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

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

However, she shall not hail unless

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

In addition, she shall not hail if the *obstruction is a mark and a boat that is fetching it*

There is a review of R 20 along with all the other hails that may occur during a race on my **Racing Rules and Tactics** web site <https://sites.google.com/site/johnsrcsailingrulesandtactics/> in **Chapter 4 - Hailing** but this article will concentrate on just the first sentence of R 20.1 that I have underlined in the text box above.

R 20.1 says that you may hail for room to tack, but it does not tell you what to hail. As a result, we hear many variations on the race course, such as:

"99, I need room to tack" (but what if there are other boats that are also in the way - are you hailing them too?) And if there are several boats nearby, how to the other skippers know which boat is asking for that room to tack?

"I think I need room" (very wishy-washy - do you or don't you / and room for what?)

Coming off the shore' (a particularly bad hail as it implies hailing and tacking simultaneously)

"Tacking" (equally bad as again it implies hailing and tacking simultaneously)

And you may have heard many other variations.

So the R 20 hail is nonspecific - you can hail anything that is intended to send the message that you will soon need room to tack. Let's compare this with the Protest Hail which says exactly what you **SHALL** hail. This may be referred to as a **PRESCRIBED** hail.

E6.3 Informing the Protestee

Rule 61.1(a) is changed to:

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest concerns an incident in the racing area that she was involved in or saw, she shall hail twice '(Her own sail number) protest (the sail number of the*

(Continued from page 14)

A Prescribed hail for R 20 ?

So how about making a Prescribed Hail for R 20 to reduce any possible confusion? That is just what they do at major events like the IOM, Marblehead, and 10 Rater World Championship Regattas. They use a prescribed version of hailing for room to tack. It is included in the special instructions for Umpired Racing and it modifies the wording of R 20.1. The format is:

After the first sentence of RRS 20.1 Hailing, add 'The competitor controlling the boat shall hail '(her own sail number) room to tack.'

With this prescribed wording you SHALL hail "[Your Sail Number] Room to Tack". This wording makes it clear to the Umpires, the Observers and the other skippers which boat needs the room to tack, such that all other boats that may be affected by the hail MUST respond (as described in R 20.2 and covered in **Chapter 4**, as above).

For those of you who attended a CRYA Regional or National Class Championship regatta in 2017, you will have seen a version of this prescribed hail in the Notice of Race (NOR) and the Sailing Instructions (SI) for your regatta. Those regatta documents were based on the Standard or Model NOR and SI that are published on the CRYA web site under the INFORMATION > RACING DOCUMENTS tab. <http://crya.ca/racing-documents/> for use at CRYA sanctioned regattas.

For you Rules junkies, R 20 is in a part of the RRS that is NOT allowed to be modified by the NOR and SI, UNLESS you get special permission for an EXPERIMENTAL rule change under a PRESCRIPTION of SAIL CANADA (the parent body for racing in Canada).

So that is what we did - we went to Sail Canada for permission to trial the Prescribed Hail format in our premier racing events. And we want to continue that experiment for another year. We want to go further and encourage all of you to use this Prescribed Hail format - even if that hail is not officially prescribed in your local event NOR and SI it still meets the unspecified hail of R 20.1 - but adds the clarity of who is hailing.

If you are organizing a local event and want to make the Prescribed Hail mandatory for your event, then include this wording from the text box below in the RULES Section of BOTH your NOR and SI for your event. If you use the CRYA model documents the wording is already there - just make your own customizations to the rest of the documents as required.

After the first sentence of RRS 20.1 Hailing, add 'The competitor controlling the boat shall hail '(her own sail number) room to tack.'. (Note - Sail Canada has approved this as an experimental rule change under the Sail Canada Prescriptions.)

If you would like assistance or even just a 'proof reading' for your regatta's NOR and SI, please send them to me as attachments in an email to technicaldirector@crya.ca and I will be happy to review them and provide feedback.

IOM build - Dart 4, Ugo

By Martin Herbert



Here are some shots of my new boat under construction, the fourth variation of the Dart theme. Red and yellow cedar bottom, mahogany topsides with a mystery light coloured wood for the decks.

<Editors note> This is Martin's own design which he has sailed successfully to 2nd place overall in [Canada IOM rankings](#). Photos of his Dart 3 can be [found here](#).



RG65 Dragon Force Report

Wilson Chong - RG65/DF65 Class Secretary

There are exciting radio sailing things are happening in Canada and its driven by a little plastic sailboat called the DragonForce65 (DF65). When I took over the Class Secretary position a few years ago, there were only around 50 RG65 classed sailboats with the CRYA. The majority registered in the RG65 class were the Joysway Dragon Force 65's.

In 2017 we saw the 650mm class registrations increase past 100 boats. It would also seem the majority of the CRYA members are now DF65 owners. Some highlights for the year include a Canadian travelling to San Diego for the RG65 USA Nationals, and the one-day National DF65 Class Regatta, which was well attended with individuals from the USA and Ontario. Chuck LeMahieu from radiosailing.net made mention of his visit - <https://radiosailing.net/blogs/news/thoughts-on-the-df65-a-rig-the-2017-df65-canadian-nationals>.

It is a class that the popularity has created a bit of havoc on the volunteers at the CRYA maintaining registrations. Please be patient as these folks are doing their best to reconcile the hull numbers and update the database to modern standards.

The introduction of the A-plus sail means the DF65 is no longer compliant to RG65 rules and the DF65 has now been separated to it's own class in the CRYA with use of the [DF65 restricted class rules](#). The growth for 2018 is already sprinting forward with a new fleet of 15 plus boats starting at Royal Vancouver Yacht Club. Together with the Steveston RC Sailing fleet, who regularly sail 10-12 boats, would create a very impressive start line. The group plans to discuss group regattas for 2018. In the east, there is a new group starting in Kingston and regular racing in Mississauga.



The A+ rig on the DF65 is a masthead rig, just like it's bigger brother the DF95



A rig - #34 vs. A+ rig #68

Hooked on Dragon Force

By Brian Watson - CRYA member

Hello, my name is Brian Watson,

In October 2017 I purchased a Dragonforce 65 so I could sail around with a friend (Dave Mody) who also bought the DF65 after reading fantastic reviews online. We immediately fell in love with 'the little white boat' and so did everyone else who happened to see it as we 'put it through the paces' at several locations around town.



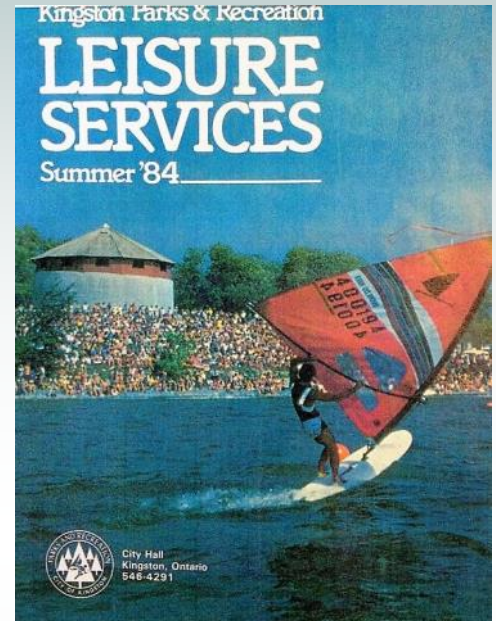
(Continued on page 18)

(Continued from page 17)

At [lake Ontario park](#), where we normally spend time kitesurfing when the wind is up, we took the attached picture of our very small 'fleet' of 2.

I became so enamoured with sailing this boat, I made some enquiries to purchase more DF65's in bulk. In the end, I was able to buy a shipment of boats and parts from Joysway and hope to be selling them across Canada this year. Since I live in Kingston, it will be a main focus of mine when I start promoting the boat this spring.

I was involved in the early 80's with the windsurfer one design explosion (the 1983 Windsurfing Worlds were in Kingston with 400+ competitors and 5-10k spectators!) and I see a similar potential for the DF65. Maybe DF65 Worlds 2020?? Getting sponsors and endorsement from the city like this would be ideal.



Kingston will be my area for testing/refining a new marketing approach that will hopefully make it an easier process for someone to eventually get into racing and hopefully join the CRYA. The price point is great for the 65 and I think it will really catch on if we promote 'fun group sailing'.

My friend Dave Mody should get credit for starting this whole business venture when he saw a drawing online and thought to himself: 'I think it would be fun to buy or build a RC sailboat and sail it along the Kingston Waterfront!). Kingston is undergoing a waterfront renewal and Dave saw the drawing (see attached photo) in the [2013 waterfront master plan](#).



Winter IOM Report

Barry Fox - IOM Class Secretary

2018 IOM Sanctioned Regattas

Combined CRYA and AMYA Dates

Feb 23-25	AMYA Midwinters - San Diego, CA
Mar 17-18	CRYA Western Regionals CR, Beaver Fever - Victoria BC
April 27-30	AMYA The COW - Seattle, WA
June 7-10	CRYA Canadian Nationals CR - Salt Spring Island, BC
June 22-14	AMYA Region 6 CR, Foster City, CA
July 13-15	AMYA The Carnage, Region 6 North CR, Hood River, OR
Aug 3-5	AMYA US Nationals CR - San Diego, CA
Sept 8-9	CRYA Eastern Regional CR, Kingston, ON
Sept 15-16	CRYA Prairie Regional CR - High River AB



Points are assigned on the following basis:

- | | |
|---|--|
| • Participation in ranking event one race | 10 points, plus 1 point for each boat beaten that started in at least one race |
| • Finish position - high place bonus | 10 points for 1st, 6 for 2nd, 4 for 3rd, 2 for 4th. |
| • Running an event | 10 points |
| • Canadian Ranking | best 4 each year |
| • US Ranking | best two each year |
| • International Ranking | count one per year |

(Continued on page 20)

Canadian IOM Rankings as of October 31, 2017

Canadian IOM Ranking as of October 31, 2017																		
			2016							2017								
First Name	Surname	Totals	Can Events				US Events			Int	Can Events			US Events			Int	
			Western Regional Beaver Fever	Nationals Salt Spring	Eastern Regional - Kingston	Praries Regional Calgary	AMYA R6 San Diego	AMYA R6N Hood River Carnage	AMYA US Nationals - Boise ID	AMYA R7 St. Augustine FL	Continental Championship Spain	Western Regional Beaver Fever	Nationals - High River	Eastern Regional - Kingston Yacht Club	AMYA R6N Boise, ID.	AMYA R6 Foster City, CA	USA IOM Nationals Garland, TX	IOM Worlds Pierrelatte, FRANCE
Steve	Kibble	135	23	24		27					29	32						
Martin	Herbert	132	30	36							32	34						
Peter	Stevens	108	33	40							35							
Barry	Fox	93	10	10		16	10				10	27			10			
Luke	Harwood	87		30		24						33						
Roger	Kibble	86	11	11		17					23	24						
Bob	Copley	86	18	17							25	26						
Bob	Lewis	86	20	31								35						
Rob	Mulder	83	13	20							22	28						
Graham	Herbert	79	36	43														
Andrew	Baak	75				21					38	16						
John	Ball	69	26	33			10											
Nigel	Ashman	64	17	26							21							
Adam	Batchelor	64		15		18						31						
Stan	Schofield	59	21	16							22							
David	Cook	57		12		15						30						
Mark	Verrey	56				13					25	18						
Gunther	Yip	49	12	13							14	10						
Dale	Chase	47	19	28														
Derwyn	Hughes	44		10		14						20						
Mark	Wallace	41	16	25														
David	Seager	40	10								30							
Art	Prufer	34									15	19						
Colin	Aldrige	33				12						21						
Paul	Switzer	30				18						12						
Adrian	Harrison	26									26							
Murray	Cummings	25										25						
Christian	Pavey	24				14									10			
Ole	Andersen	24									24							
Tony	Cox	23									12	11						
Wilson	Chong	23									11	12						
Graeme	Welsh	21				11						10						
John	Clay	21				10						11						
Leah	Mathewson	20	10	10														
Hans	Konig	17										17						
John	Thomas	16									16							
Fred	Herfst	15	15															
Tony	Irwin	14										14						
Michael	Steele	13				13												
Colin	Silkstone	11																
Chris	Lenke	10				10												
Gerald	Nutter	10	10															
Pat	Dion	10									10							
		0																



2018 Beaver Fever Regatta

March 17 – 18, 2018 – Beaver Lake, Victoria, British Columbia
CRYA IOM Western Regional Championship



- Notice of Race** The Victoria Model Shipbuilding Society invites International One Metre (IOM) sailors to the 2018 IOM Regatta at Beaver Lake in Victoria, British Columbia, Canada. This is the Canadian CRYA IOM Western Regional Championship Regatta and is included in the CRYA IOM ranking series.
- 1. Rules** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (The RRS) as modified by Appendix E, the Prescriptions of Sail Canada, the Equipment Rules of Sailing, the IOM Class Rules and the Simple Heat Racing System (SHRS).
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 RRS 20.1. NOTE: Sail Canada has approved this as an experimental rule change under the Sail Canada Prescriptions.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA Class Rules and have a valid measurement certificate. Proof of membership must be submitted before an entry is accepted and the Measurement Certificate must accompany the entry or be presented at event check in.
- 3. Schedule** Practice will be available at Beaver Lake starting at 2:00 PM March 16, 2018 and ending at 4:00 PM. Measurement and check in will take place starting at 5:00 PM away from the lake at a location that is being booked at this time. Notice and directions to that will be published soon. The start of the Skippers Meeting will be 9:30 AM, March 17, 2018. The scheduled time for the warning signal for the first race each day will be 10:00 AM and no races will start after 4:30 PM on March 17 and 2:30 PM on March 18.
- 4. Entry and fees:** Entry fee is \$25 CAD, including lunch provided both days at lake side and an event memento. It is preferable that the entry fees be paid at the time of entry. An unpaid entry will not have any precedence for sail number assignment. See the details on the second page for payment directions. Prizes will be awarded to the first three sailors of each final division at the end of the event. A no host dinner is being arranged for Saturday night, details as they are finalized.
Paid entries will be given preference over others. Entries will be accepted via regular mail. As well we will be setting up an on-line entry process shortly to allow quicker processing. Entries will be open starting January 22nd, 2018. 5 spaces will be held back for 2 weeks following that date to allow regular mail entries to have a chance. Entries should be in the hands of the Race Committee by March 11th. Late entries may be accepted after that date at the discretion of the organizers.
Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline
- 5. Contact:** Barry Fox, Regatta Chair, 210, 1521 Church Ave., Victoria, BC V8P 5T7 or by e-mail bdfox1@gmail.com. Contact at (250) 294-0350
- 6. Accommodation** There are lots of accommodation options throughout the Greater Victoria area. Prices vary so shop as you will.

ENTRY FORM

2018 Beaver Fever IOM Regatta

March 17 – 18, 2018 – Beaver Lake, Victoria, British Columbia

Skipper/Entrant Name							
Address						City	
Prov/State		Postal/ZIP Code				Country	
Telephone: Home		Work		Other		CRYA or Nat. Auth. Member #	
eMail Address:							
BOAT INFORMATION:							
Hull #		Sail #					
Hull Design		Sailmaker		Radio Freq			
		# Attending Friday Practice?		# Attending Saturday Evening No Host Dinner?			



2018 Beaver Fever Regatta
March 17 – 18, 2018 – Beaver lake, Victoria, British Columbia
CRYA IOM Western Regional Championship



Supplementary Information

Entry Process

Entry fees can be paid in a variety of ways. Paid entries will have precedence over unpaid ones with regards to sail number assignment or other preferential decisions.

If entering and paying by postal mail, cheques should be made payable to VMSS and dated for the date of the entry.

A completed entry form and payment can be hand delivered directly to the Regatta Chair.

Entry can be completed by sending an email, with all of the entry information included, to bdfox1@gmail.com and then Payment may be made via PayPal to the same email address. If you chose the option to “send money to friends or family” then you absorb the administration costs. If you choose the regular payment option then the organizers will incur the administration costs and the entry will be considered incomplete until the full amount is received. Or, you can do an eTransfer to the email address above.

Operation of Event

The event will be operated in accordance with the current version of The Racing Rules of Sailing as amended by the event SIs, the current ERS, the IOM ICA Class Rules and/or any other prescriptions that may come into effect by the time of the event.

Entry level will be kept to a number that will allow no more than 2, 20 boat fleets to be sailed.

Depending on the entry level the event will either be sailed as a single fleet or as two fleet heats to make up each race.

A prize giving ceremony will take place soon after racing is finished on Sunday to allow everyone to start their journeys home.

Check-In and Measurement

All boats entered must have a valid IOM ICA Measurement Certificate issued by its home issuing authority. For owners of recently measured boats who may not have time to receive their certificates, a copy of the signed measurement forms may be accepted.

A practice sailing session will be available Friday, March 16 at Beaver Lake from 2:00 to 4:00 PM. Measurement and check in will be at 5:00 PM at a different location yet to be determined and at lakeside Saturday morning. Measurement at the lake on Saturday will be available but everyone is encouraged to get this done on Friday if they are in town.

The last word!

Swing rig versus standard rig. Since I'm on STBD. I'll just scoop your stern out of the water with my bow.



If you have interesting photos you would like to showcase here, please email them to communications@crya.ca

Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:		Or New Member:		Date:	
Member #:					
Name:					
Address:					
City:			Province:	Postal Code:	
Telephone:				Email:	
Newsletter Delivery Options Select one.		Digital Colour Edition via Email:		Black and White Paper Edition via Postal Mail:	
CRYA Member #					
Club Name:					
Annual Dues:	\$		\$15.00		
Yacht Registration Fee	\$		\$5.00 for each new or transferred yacht		
Total	\$		Make Cheques Payable to CRYA		
<i>List New or Transferred Boats</i>					
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:

Bob Lewis – CRYA
3237 W. 28 Avenue
Vancouver, BC V6L 1X6