



Fall 2018

CRYA Newsletter

Radio Sailing in Canada



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Reminder - Membership dues are due now

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CRYA: Canada's Radio Control Sailing Authority

The CRYA is a delegate member of the International Radio Sailing Association and is Canada's National Organization responsible for all aspects of model yachting and radio sailing within Canada. We are not a class association of the CYA.

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. 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 the new 2018 CRYA articles and bylaws are [posted here](#);

On the Cover (courtesy Chuck LeMahieu):

A new era in Radio Sailing regatta coverage has arrived. Drone video was streamed live for the DF95 Globals in Garland Texas on Youtube along with live commentary. Watching the boats vie for position from overhead gives a much better perspective of the action on the course. Link to videos is here:

https://www.youtube.com/channel/UCI8GT4-aWCvnaeaElt_vQKQ

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 seconders) 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.

Advertising in the CRYA newsletter

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
- RC sailing regatta sponsors - Free

CRYA Contact List

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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
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Officers with Reports:

President - [Page 4](#)
 Secretary - none
 Treasurer - none
 Registrar - [Page 5](#)
 Technical Director - [Page 18](#)
 Communications Director - [Page 4](#)

Director Reports

Western- none
 Prairies - [Page 8](#)
 Ontario - [Page 10](#)
 Quebec - none
 Maritimes - [Page 8](#)

Class Secretary Reports:

EC-12 - none
 International Classes - none
 IOM - [Page 6](#)
 US1m - none
 Victoria -none
 Soling 1M - none
 Mini 12 - none
 RG-65 - none
 DF-65 - none

President's Report

By Bruce Silzer - CRYA President

Ahoy all,

Well we rolled into autumn with some very strange weather but the season inevitably came to an end. An end for those of us who do not go to sunnier climes at least. So now we head for the workshop with dreams of making a faster boat or perhaps reworking an old boat to teach it new tricks. With fall quickly turning to winter we will have time to look back at 2018 and forward to 2019.

I would like to take a personal moment in looking back to August when I began to have heart problems which lead to a triple by-pass at the end of that month. Having gone through almost 3 months with asymptomatic heart stress I implore any one with any chest pain and severe loss of breath to insist on a full heart check up. I had been passing the symptoms off as a result of being over weight !! I survived a difficult surgery and am now finding that recovery , in my case will be longer as was my surgery. All this took me out of the "active" world into the ambulatory world of focussing on the few steps ahead. The CRYA moved on with all the Members of the Board doing their part to keep us moving forward. We have a great crew.

Where does the CRYA stand now. Well we have a broader Board with direct input to National decision making from all Regions. This is the strongest organization the CRYA has ever had in decades and ,you, the Members should be using it. If you have an idea of what you think would benefit the group on a national or local level contact your Region Board Member and make the case for the suggestion to be brought to the Board. Some of you have already seen the potential and sent suggestions up the line and these have been discussed with feed back being returned.

One responsibility Members have is to be aware of the Constitution and By-laws. Since there have been changes you should read it especially if you intend to ever use the AGM as a vehicle of changes. Keep in mind that there is a difference e between an ACTION and a By-law (Constitutional) motion. Know when the CRYA elects new officers and when we change the way we operate.

Finally. One of the best ways for the sport to survive or at the very lest slow the spiral to extinction is to maintain clubs and to have inter club gatherings. We would like to create a list of clubs with contacts and location of the sailing events/ It is hoped that once this is in place people can be directed to those locations. My club has found that being able to quickly show people where and generally when we sail has brought in new Members. If you sail with a group become a club. You do not need to incorporate or do anything expensive. Just tell the CRYA where you and a bunch of friend sail. If you are already organized then make a arrangements to have an intergroup meet at least once next year. Start now to be ready in the spring.

Enough for now. I have to see to building and refurbishing. Don't freeze in the snow.

Communications Report

By Art Prufer - CRYA Communications Director

Regatta coverage report for the 2018 Dragonflite 95 Global Championship held in Garland TX.

For the first time ever, drone video footage has been used to stream live coverage of a Championship regatta on YouTube. Watching the boats racing from the air is a huge improvement over a camera filming from on-shore. It gives a unique 2 dimensional view of the boats and their relative positions, rather than the plain 1 dimensional view as seen from shore where distances between boats are difficult to judge.

In addition to the live streaming video there was a live running audio race commentary by the host Chuck LeMahieu and a live chat session available to all viewers on the Youtube page. I must say I found the coverage quite addicting and was waiting for the next days coverage with great anticipation.

The video coverage was provided by a professional video production company and included banners and labels added to the video to show which race and heat was in progress and the name of the first place finisher in each heat. Coverage like this makes it much easier for spectators to understand what is going on, even for the layperson watching from the sidelines.

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DF95 Global Championship
YouTube videos can be found
here:

https://www.youtube.com/channel/UCI8GT4-aWCvnaeaElt_vQKQ/videos



Registrar's Report

By Art Prufer - Interim CRYA Registrar

Our CRYA Registrar and IOM Class Secretary, Barry Fox has asked to stand down from office to deal with a serious medical issue, and I have volunteered to stand in until a permanent replacement is found. On behalf of the Board and all IOM owners, I would like to express our sincere thank you to Barry for his many contributions to RC Sailing over the years and wish him the best during his medical treatment.

Membership renewals have been trickling in for the past month or so. Remember, you must renew by Feb. 28th to remain in good standing. As of Nov. 30 we have 249 active members.

Since the DF95 Global Regatta was held there seems to be a renewed interest in the DF95 class here in Canada. The numbers of registered DF95s has almost doubled in the month of November from 9 to 17. With another 3 more boats registered, this can become an officially recognized class in Canada.

The chart to the right shows the distribution of Boat Classes for CRYA members in good standing across Canada. The green cells indicate where there are a significantly greater number of boats than other Provinces. These numbers include non-certified boats in classes where certification is required to race in ranking events.

Class	Total	BC	AB	ON	QC	NB	NS
10R	6	5	1	0	0		
6M	3	1		1	1		
AC	4	2		2			
DF65	115	51	6	49	2	6	1
DF95	17	3	1	12	1		
EC12	16	3		8	1		4
F32	4			4			
FOOTY	25			21	4		
IA	5	4		1			
IOM	152	102	22	19	9		
LASER	1			1			
Mini12	22			14	8		
MarbleHd.	19	7	2	4	6		
Micro Magic	7			7			
Nirvana	1			1			
RG65	11		1	10			
SantaBarbara	1			1			
Soling1M	132	17	1	81	14		19
Soling50	1				1		
US1M	26	1	1	24			
V1D	48	6		39			3
Total	616	202	35	299	47	6	27

IOM Class Report

By Art Prufer - Interim IOM Class Secretary

A survey was sent out last week for voting on IOMICA AGM motions. In an effort to gauge the activity of IOM sailing I also included a question on how frequently members sail their boats. Sadly, only 12 members responded & voted by the Friday deadline, with 5 sailing weekly, 6 once per month and 1 sailing infrequently. Only one response came from the East. As mentioned in the last newsletter, IOM sailing numbers in the West are increasing, but seem to be stagnating in the East. The numbers of registered & certified IOMs in each region does not tell the true story. How many members have an IOM stored in their basement or garage, but do not sail it on a regular basis? Hence my question regarding sailing frequency. I may create another poll for all members to gauge the activity in sailing of all classes.

Here are how the numbers for the 59 CRYA members with one or more certified boats break down by region (there is one member registered in Washington). As you can see, on average, **each BC member owns 2 certified boats**. There are also many uncertified boats and/or retired members which are not included in this report. Clearly there is room for growth in the East.

Province	Members	Cert. Boats
AB	13	15
BC	36	73
ON	8	9
QC	1	1

A few more stats for 2018; Hull numbers issued: 17, Certificates issued: 5 + 1 transfer.

Our goal is to fabricate some measuring kits and certify more members as measurers. This will make it easier to certify new boats as well as spread the workload for measuring at ranking events.

In addition to the Canadian IOM NCR, I would love to see 4 regional regattas, held in 2019, one in each province. There are 7 additional boats in Quebec that have been registered in the past 10 years. If these can be brought out of retirement we could have a fleet of 16 boats between ON & QC. With a few more boats coming up from the US, there would be no reason a regional couldn't also be held in Quebec. Let's see if we can build those numbers.

Points are assigned on the following basis:

- | | |
|-------------------------------------|---|
| Participation in a ranking event | - 10 points plus 1 point for each boat beaten that started in at least 1 race |
| Finnish 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 2 each year |
| International Ranking | - Count one per year |

**** One time only double points to encourage participation**

Here are the updated Canadian IOM Rankings.

(Continued on page 7)

HOTrcsails.com

Wilson Chong

Call / Text: 604.828.8043

e-mail: wilson@hotrcsails.com

PERFORMANCE MODEL SAILBOATS,
PARTS & ACCESSORIES

G5
dragonforce

S5
dragonflite



(Continued from page 6)

First Name	Surname	Totals	2017						2018					
			Can Events		US Events		Int		Can Events		US Events		Int	
			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	Western Regional - Beaver Fever	Nationals - Salt Spring Island	Eastern Regional - Kingston Yacht Club **	AMYA Region 6N - Hood River, OR	AMYA USA Nationals - San Diego, CA	IOM Euro Continental - Croatia
Martin	Herbert	138	32	34					34	38				
Rob	Mulder	108	22	28					31	27				
Steve	Kibble	84	29	32					23					
Roger	Kibble	83	23	24					16	20				
Peter	Stevens	75	35						10	30				
Bob	Copley	69	25	26					18					
Stan	Schofield	69	22						26	21				
Nigel	Ashman	69	21						20	28				
Bob	Lewis	69		35						34				
David	Seager	58	30						28					
Barry	Fox	57	10	27		10			10					
Wilson	Chong	56	11	12					17	16				
Art	Prufer	55	15	19					21					
Andrew	Baak	54	38	16										
David	Cook	54		30					24					
Andy	Allen	53							27	26				
Adrian	Harrison	51	26						25					
Gunther	Yip	51	14	10					15	12				
Tony	Cox	49	12	11					12	14				
Christian	Pavey	48				10				38				
Derwyn	Hughes	46		20						26				
Mark	Verrey	43	25	18										
John	Thomas	38	16						22					
Pat	Dion	38	10						13	15				
Ole	Andersen	37	24							13				
Paul	Switzer	34			12					22				
Bob	Boutillier	34								34				
Luke	Harwood	33		33										
Bud	Fassnacht	32								32				
Ron	Depagter	32								32				
Adam	Batchelor	31		31										
Ron	Jeroy	30								30				
Gary	Bugden	28								28				
Murray	Cummings	25		25										
Doug	Christmas	24								24				
Dan	Henderson	22							11	11				
Alan	Gardner	22								22				
Colin	Aldrige	21		21										
David	Woodley	20							10	10				
Josh	Wilby	20								20				
Mark	Wallace	19								19				
Hans	Konig	17		17										
Tony	Irwin	14		14										
John	Knight	14							14					
John	Clay	11			11									
Graeme	Welsh	10			10									

This is also available as a PDF on the website here - <http://crya.ca/wp-content/uploads/2018/12/IOM-Rankings-Nov-2018.pdf>

Atlantic Region Report

By Don McDermaid - Maritimes Regional Director

Reporting for each of the 2 clubs operating in the Maritimes.

HAMYC continues to sail at Sullivan's Pond in Dartmouth. We are scheduled to race Thursday evenings and Sunday afternoons. On October 13th and 14th HAMYC held their Club Championship with 7 members participating which was won by Vern Gibson by 1 point over Bob White, congrats to Vern. HAMYC also held their Frost Bite regatta on October 21st. Despite the name it was a beautiful day, there were 11 sailors in attendance, this event was won by Bob White.

HAMYC also had several sailors, Boots & Doc, travel to Ontario for an IOM regatta, despite not actually bringing IOM boats, the guys had a good time with loaners. Also 3 of our sailors, Jim, Boots & Doc travelled to Bethel, CT for an EC12 regatta in October and had a great time. With the fall coming to a close our snow birds are beginning to make the journey to Florida etc. where they will be sailing with other clubs.

Refer to www.hamyc.ca for club information.

FMSA (Fredericton Model Sailing Assn.) has just completed its first year of racing at the Mactaquac Provincial Park, a twenty minute drive west of Fredericton. Our fleet consists of 6 DF 65s, 1 Soling and 1 Panache. The latter 2 boats being similar in length to the DF 65s. Regular race days were Thursday afternoons and there was an average of 4 boats competing each week. The season was broken up into a Spring series (May and June), a Summer series (July and August) and a Fall series (September and October). Each sailor's best four races in each series was counted and a series winner was declared. Mike Burley was the Spring and Summer series winner. The Fall series was cut short due to cold and rainy weather. Sailors will be gathering for lunch during the first week of November to analyze the past season and plan for 2019.

Please like our Facebook page, [Fredericton Model Sailing Association](https://www.facebook.com/FrederictonModelSailingAssociation), to see several of our sailing videos. For more information on FMSA contact Brian Mills at 506-457-1580 or bnmills@nb.sympatico.ca.



Prairie Region Report

Mark Verrey - Prairie Regional Director

SUMMER/AUTUMN REPORT 2018

First off, a little about me; I have been sailing for many years and have sailed primarily Laser 1's and Laser 2's. I got involved with RC sailing around 6 years ago and have owned 4 IOM's with my latest boat being a Yellow Brit Pop. When I am not sailing I enjoy being with my 3 grandchildren, or walking my very young golden retriever dog Sam (whom I trained to recover RC boats), or traveling to places like the Poland, Greece, Israel and even the City of Petra in Jordan. So it is a pleasure to be the new Prairie Regional Director, I look forward to continuing to make RC Sailing Great Again not just on the Prairies but where ever I can.

Just have to start off by saying that we missed a huge bullet by not having our September Regional / Blender sailing IOM sailing event this year. I say this because on the day we had planned on hosting it ended up having winter cascade and gave us 42cm of snow! We however did reschedule our one day club race in hopes of better weather but still unfortunately had to cope with minus one centigrade and 20 k wind creating a wind chill. Six brave souls came out to fight the elements with 5 sailing sometimes over powered with A rigs

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and Gord Stout stayed with his B rig and was very successful.

This spring saw Colin A came out of hibernation with yet another wooden IOM, this time it was a Frank Russell Ellipsis design and as before, just beautifully crafted. Oh, just as I'm writing this I was made aware that heard Colin will be going back into his shed again and constructing yet another "woody" as his winter project, which will be another Brad Gibson Alternative (Colin built an Alternative winter of 2017) creation however hoping to be somewhat lighter than his previous one.

Back at the start of our sailing year we sailed at the small enclosed river area by the Shriners pond a location which is a private pond. We are very lucky that these very kind people from this worthy organization gave us permission to use it. This has been our spring sailing place for the past 4 years on Wednesdays till the weeds took hold around mid-May when we change to Glenmore Reservoir. This summer we sailed Sundays at two other fantastic locations: Strathmore Lake in Strathmore and Emerson Lake in High River alternating Sundays, with the Strathmore Series sailed in Strathmore and the PBC (peanut butter cup) sail at Emerson. Many of you might remember the latter from last year's Nationals.

Our club grew this year with a few new sailors joining us, we had at least 10 boats out on average with our best day with 11 boats for our season opener on May 6th. Competition has become somewhat fierce this year and exciting which is mainly due to the increased level of skill and number of boats trying to get good starts. There however was a “Titanic” moment when Hans K’s boat suddenly disappeared beneath the waves approaching leeward marker. Luke H immediately stripped off (not completely) and dove in followed by Hans for the rescue into the very cold, and murky waters to no avail. Hans and his friend went out the next day in an inflatable to try a salvage all geared up with mask, snorkel, flippers, and long pole with a hook on the end. After many attempts the boat was spotted 30 feet at the bottom due only to the bright red tip of the sail and finally brought to the surface with a one forward deck patch notably detached!



The summer found sailing with generally light winds and suffocating smoke from all the BC forest fires but since we are an enthusiastic club many of us persevered in all weathers, no matter how daunting. Then on Sunday October 7th proved an exception at Emerson Lake when we had a surprising day of wonderful weather with +10 degrees, blue sky, and a remarkably steady south wind! Even though it was Thanksgiving weekend it was a great turnout. Races were tight with leads changing and it all proved to be one of the most enjoyable sailing day of the year!

Please be free to contact me for any questions on the CRYA web site or look up the Calgary group at <https://www.facebook.com/CalgaryModelSailingAssociation>.

Mark Verrey your new Prairie Director (or some say Dictator)

PBC Regatta Series 2018					updated 10/15/2018																
Pls	Skipper	Sail	City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	Score	DISCARD	After Discard	
1	Andrew B	71	CALGARY	MAXIM	18.0	8.0	2.0		1.0	2.0	8.0	1.0	1.0	9.0	1.0	1.0	1.0	35.0	17.0	18.0	
2	Luke H	95	CALGARY	PP5	23.0	1.0	1.0		2.0	1.0	1.0	7.0	7.0	1.0	2.0	9.0	13.0	45.0	22.0	23.0	
3	Colin A	02	OKOTOKS	NIMBUS/ALTERNATIVE	36.0	3.0	4.0		5.0	5.0	4.0	4.0	3.0	6.0	5.0	3.0	6.0	48.0	12.0	36.0	
4	Adam B	12	CALGARY	BRIT POP	38.0	2.0	10.0		6.0	6.0	8.0	2.0	7.0	2.0	3.0	9.0	2.0	57.0	19.0	38.0	
5	Mark V	83	CALGARY	BRIT POP	40.0	5.0	3.0		6.0	7.0	3.0	3.0	7.0	9.0	7.0	2.0	4.0	56.0	16.0	40.0	
6	Tony I	10	CALGARY	KANTUN	42.0	7.0	7.0		3.0	3.0	5.0	5.0	6.0	4.0	7.0	4.0	5.0	56.0	14.0	42.0	
7	Hans K	76	CALGARY	KITE	51.0	6.0	6.0		4.0	8.0	6.0	7.0	4.0	5.0	7.0	6.0	7.0	66.0	15.0	51.0	
8	Murray C	24	STRATHMORE	Cockatoo2	52.0	8.0	10.0		6.0	9.0	2.0	7.0	7.0	3.0	7.0	9.0	3.0	71.0	19.0	52.0	
9	Gord S	34	CALGARY	TS2/IMAGE/SKA	54.0	4.0	10.0		6.0	4.0	8.0	7.0	2.0	7.0	7.0	9.0	13.0	77.0	23.0	54.0	
10	Matt B	17	CALGARY	KANTUN	62.0	8.0	10.0		6.0	9.0	8.0	7.0	7.0	9.0	4.0	5.0	8.0	81.0	19.0	62.0	
11	Peter E	35	CALGARY	Vector	64.0	8.0	9.0		6.0	9.0	7.0	7.0	5.0	8.0	6.0	8.0	11.0	84.0	20.0	64.0	
12	Derwyn	85	CALGARY	COCKATOO 2	64.0	8.0	5.0		6.0	9.0	8.0	7.0	7.0	9.0	7.0	7.0	9.0	82.0	18.0	64.0	
13	Jamie Y	16	CALGARY	Widget	69.0	8.0	10.0		6.0	9.0	8.0	6.0	7.0	9.0	7.0	9.0	10.0	89.0	20.0	69.0	
14	Andy G	24	CALGARY	MOJO	69.0	8.0	8.0		6.0	9.0	8.0	7.0	7.0	9.0	7.0	9.0	13.0	91.0	22.0	69.0	
Hosted by Calgary Model Sailing Association.					DISCARD																
location: Emerson Lake High River																					

Ontario Region Report

Paul Switzer - Ontario Regional Director

Ontario has had a busy summer of RC sailing and racing despite rather hot and windless conditions in some locations. We have struggled in Kingston where, by the time our evening series began at 6:00 pm, the daytime breeze had often failed completely leaving us bobbing around in the left over waves. In Belleville as well where I race Mini 12s the Quinte Model Yacht Club fleet struggled to complete only 53% of their scheduled races due to weather related issues. They did finish the season with the annual Founder's Cup regatta.

Two major CRYA sanctioned regattas were conducted successfully in September in nice conditions. Reports on the IOM Eastern Regional Championships in Kingston and the DF 65 Canadian Championships in Port Credit appear elsewhere in this edition.

John Helmer in Windsor and Bill Croft in Ottawa have been kind enough to send me reports of their annual activities as follows.

Windsor Model Yacht Club "the year in review"

By John Helmer

By all measures, the 2018 year may be considered as one of the best in the 24-year history of the Club.

The executive leadership of the group rests with veterans Terry Desjardins as Commodore and Bernie Pepin as Vice Commodore. Much needed new blood has been added to the leadership group with Robert Blair Secretary and Wendy Griffiths Treasurer.

Membership has grown to 24 with several new members added over the past two years including John Whitehead, Dan Kennedy, Joel Truckenbrodt, & Gary Keats.

Racing continues to be at the core of our activities with 4 Fleets actively contested through weekly races. Notably all four fleets reflected an increase in boat registrations and racing participation.

♦ US1M Fleet- Champion Bernie Pepin

The US1M fleet remains an active fleet with 14 registered skippers this year. This is up from 11 boats last year. Average fleet of 7 boats for each race. This year the Dragon Flite 95 was included with the US1M fleet on a trial basis. These boats are competitive in wind speeds greater than 8 mph, with a DF95 helmed by Gary Keats finishing second overall. Bernie Pepin was US1M Pond Boss.

♦ Soling Fleet- Champion Gary Keats

The Soling fleet included 13 registrants which is up from 10 last year. Average fleet size for each race was 7 boats. Soling Pond Boss was Gary Keats.

♦ RG65 Fleet- Champion Gary Keats

Our largest fleet at 17 boats up from 13 boats last year. We include the Dragon Force 65 in this fleet as they comply with RG65 rules. Average fleet on the water was 10 boats. The last two race dates had 12 boats at the start line. As the fleet sailed at the smaller of our two pond locations this made for very entertaining action. Consideration to schedule some fleet races at the larger Vollmer Pond location is under discussion. Pond Boss was Ken Peltier.

♦ Footy- Champion Ken Peltier

Fleet registrations totaled 13 boats up from 8 last year. Average fleet on the water was 7 boats. The Footy season start was delayed as 8 new "Ranger" designs were still under construction at the workshop of our Master Builder Jim Griffiths who lead the winter building project. Once completed the season got underway with the new design proving to be very quick taking the 3 of the top 4 spots in the final standings. Pond Boss was John Whitehead.

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Thursday Night Fun Sail

The last Thursday of each month was set aside for fun sailing, instruction, tuning. The highlight was the balloon-popping race. Thursday Fun Sail Pond Boss was Jim Griffiths.

♦ Porch Windling

The Porch Windling was again hosted by Kim & Karen Hunter. This combination luncheon and show & tell at the Hunter Cottage is a highlight of our year.

In summary, an excellent year highlighted by the following:

1. Membership has increased.
2. Racing registrations are up for all four fleets.
3. Banquet and AGM attendance numbers at record levels.
4. Steady hand at the tiller by Commodore Terry & Vice Commodore Bernie.
5. Fresh ideas introduced by the new executives Secretary Robert & Treasurer Wendy and Pond Bosses Bernie, Ken P, Gary, John W, Jim.



We look forward to next season which will mark our quarter century as a club.
Contact info: www.windsormodelyachtclub.ca and on Facebook [Here](#).

Ottawa Area Model Yacht Club Report

By Bill Croft: Commodore OAMYC

Here is a brief summary of activities for the Ottawa Area Model Yacht Club in 2018. Hot temperatures and weeds are what this season will be remembered for. Fortunately some of our intrepid sailors attacked the weeds with vengeance, using a row boat and a rake, and there was never a day that weeds prevented us from sailing although there were sometimes areas of the pond to avoid.

The primary sailboat in our club is the Mini 12 which is a great boat to handle weeds and 95% of the time we will use the A rig for lighter winds. It is a very majestic boat when sporting the A rig. OAMYC sailing is typically twice a week usually Monday (racing) and Friday (tuning and casual sailing). Strange that even when two or three boats are on the water how quickly casual sailing turns into an informal race. Recently, we have more sailors also coming out on Saturday. Although we are only a small club, we are lucky to have two new members this year who are quickly getting up to speed. Racing is always close and competitive.

Our annual scale event was planned for July 6th which turned out to be some of the highest wind

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speeds we saw all year. Not only were there white caps on the Ottawa River, there were white caps in our pond. No one wanted to put a boat in the water that day! A shame for those who traveled a long distance to sail with us.

In early September we held a tuning day. Anyone who wanted help with set up, electronics, servos, rigging, hull level fore and aft, mast position, sail set up etc. It was helpful to the newer sailors but also to the more experienced to compare measurements and set up from one boat to another.

At the end of September we always have our annual fun day. This includes relay races, surprise races, mid race reversals and events that ensure that it is not always the fastest boat that wins. The highlight this year was the balloon popping contest. All boats had a pin on the bow and trailed a balloon from the transom. The sailing area was confined and the last boat with a balloon intact was the winner. We have a video of this event on our Facebook page. <https://www.facebook.com/ottawarc/>

We open and close our season with a lunch meeting at a local restaurant which is always well attended and we get to see some of the members who have not made it out to the sailing very often during the summer. This is also an opportunity for a show and tell for the latest building projects. In our fall meeting, I offer to take any applications for CRYA renewal and do a mass mailing for the club. This is particularly useful for those who do not have a PC or prefer not to use PayPal.



Ontario Summary;

Obviously there is a lot more going on in Ontario than I am aware of. Please send me news of your activities or better still write something for the newsletter to share ideas and let others know what your fleets are doing.

IOM Eastern Championship Regatta Report

By Paul Switzer, Regatta Chair

The 2018 IOM Canadian Eastern Region Championships was hosted on the September 8- 9 weekend at the Kingston Yacht Club 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. Fifteen boats, nine from Canada, five from the United States and one from the Bahamas, participated. Thirteen different designs were represented. American competitors traveled from California, Washington State and Georgia well as the New England States with Canadians from Toronto, Midland, Bedford Nova Scotia, Calgary Alberta and Kingston.

Both days we were blessed with sunshine, cool temperatures and NE wind at 15 gusting to 25 knots with some interesting shifts which provided lots of opportunities for position changes. Predominant rigs were #2 except for Saturday afternoon which moderated to # 1 and Sunday afternoon when some sailors switched to #3 but without success. Races were run in sets of 3 back to back with 5 minute breaks after each set. The lunch break was an hour. Facilities like food, bar, and washrooms are close at hand at KYC so a schedule like this can be maintained allowing lots of races providing the weather cooperates.

Race Officer Peter Van Rossem ensured a good starting line and fair starts. Starts were very close but only 3 general recalls were necessary over the two days. The course was windward/leeward with a windward offset and downwind gate, twice around. 36 races were conducted 21 on Saturday and 15 on Sunday with 5 drops overall. Jerry Brower sailed a very consistent regatta with his V9 to win with no finishes lower than 5th place. He was hotly pursued by Gary Boell, BritPOP, who finished second and Steve Landeau with his Sedici in third place. Only 10 points separated the top 3 boats. Complements go to all for fair sailing and great competition and sportsmanship.

2018 IOM Eastern Canadians (AMYA R1) Kingston, Ont. Sept 8-9

Pls	Skipper	Sail	Club	Hull Design	Score	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15
1	Jerry Brower	USA 42	Seattle MYC	Vickers V9	62.0	1.0	5.0	3.0	5.0	1.0	3.0	1.0	4.0	1.0	1.0	4.0	3.0	1.0	5.0	1.0
2	Gary Boell	USA 71	North Bay RCSC	britPOPI	70.0	2.0	1.0	8.0	3.0	3.0	1.0	2.0	3.0	3.0	4.0	2.0	2.0	4.0	3.0	2.0
3	Steve Landeau	USA121	Savannah RSC	Sedici	72.0	4.0	3.0	2.0	1.0	2.0	5.0	3.0	1.0	2.0	3.0	5.0	1.0	5.0	2.0	4.0
4	Michel Roure	USA 19	Central Park MYC	britPOPI	117.0	3.0	6.0	6.0	4.0	4.0	4.0	4.0	2.0	7.0	6.0	3.0	4.0	3.0	4.0	8.0
5	Stan Wallace	BAH188	Sable Pines	britPOPI	149.0	5.0	4.0	1.0	2.0	5.0	2.0	6.0	10.0	4.0	2.0	1.0	10.0	2.0	1.0	3.0
6	Christian Pavey	CAN 48	Metro Marine	Mod GothXP	192.0	7.0	2.0	4.0	8.0	7.0	6.0	16.0	7.0	8.0	5.0	7.0	7.0	11.0	16.0	16.0
7	Bob Shluger	USA 14	HMYC	Widget	217.0	6.0	7.0	9.0	7.0	9.0	9.0	12.0	14.0	9.0	10.0	12.0	8.0	16.0	6.0	5.0
8	Bob Boutilier	CAN785	Halifax Area MYC	Vickers V3	253.0	12.0	8.0	7.0	10.0	10.0	7.0	13.0	13.0	11.0	8.0	9.0	9.0	7.0	7.0	6.0
9	Ron Depagter	CAN 40	Metro Marine	MX 16	286.0	8.0	12.0	11.0	9.0	8.0	12.0	7.0	8.0	13.0	16.0	16.0	12.0	10.0	11.0	11.0
10	Gary Bugden	CAN 6	Halifax Area MYC	ISIS	334.0	14.0	13.0	14.0	11.0	11.0	16.0	11.0	12.0	12.0	9.0	11.0	13.0	12.0	9.0	10.0
11	Ron Jeroy	CAN 83	Metro Marine	Jlo	342.0	10.0	11.0	13.0	16.0	16.0	16.0	9.0	11.0	10.0	12.0	10.0	5.0	9.0	10.0	7.0
12	Derwyn Hughes	CAN 85	Calgary MSA	Cockatoo 2	347.0	11.0	9.0	10.0	16.0	16.0	12.0	11.0	10.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
13	Doug Christmas	CAN 54	Montreal MM	otter 3p	367.0	13.0	10.0	12.0	12.0	16.0	10.0	8.0	5.0	5.0	11.0	6.0	6.0	8.0	8.0	9.0
14	Paul Switzer	CAN 53	Kingston YC	Goth MX-14	375.0	9.0	16.0	5.0	6.0	6.0	8.0	5.0	9.0	6.0	7.0	8.0	11.0	6.0	16.0	16.0
15	Josh Wilby	CAN 44	Kingston YC	TS 2	493.0	15.0	14.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0

Pls	Skipper	R16	R17	R18	R19	R20	R21	R22	R23	R24	R25	R26	R27	R28	R29	R30	R31	R32	R33	R34	R35	R36	Score
1	Jerry Brower	1.0	1.0	1.0	1.0	4.0	1.0	2.0	1.0	1.0	2.0	3.0	3.0	2.0	5.0	4.0	3.0	5.0	2.0	2.0	1.0	3.0	62.0
2	Gary Boell	2.0	5.0	3.0	8.0	5.0	2.0	1.0	2.0	2.0	3.0	1.0	1.0	1.0	2.0	5.0	1.0	3.0	1.0	3.0	3.0	4.0	70.0
3	Steve Landeau	4.0	2.0	2.0	4.0	2.0	3.0	3.0	3.0	4.0	1.0	2.0	4.0	4.0	1.0	2.0	2.0	1.0	5.0	1.0	2.0	1.0	72.0
4	Michel Roure	3.0	3.0	4.0	2.0	3.0	5.0	4.0	5.0	3.0	5.0	7.0	2.0	3.0	4.0	3.0	6.0	2.0	4.0	5.0	5.0	5.0	117.0
5	Stan Wallace	6.0	4.0	16.0	16.0	1.0	12.0	5.0	16.0	16.0	16.0	16.0	16.0	5.0	3.0	1.0	5.0	4.0	3.0	4.0	4.0	2.0	149.0
6	Christian Pavey	16.0	16.0	8.0	7.0	6.0	4.0	7.0	6.0	5.0	4.0	5.0	7.0	7.0	6.0	6.0	4.0	6.0	6.0	6.0	7.0	6.0	192.0
7	Bob Shluger	7.0	6.0	6.0	3.0	7.0	8.0	6.0	4.0	9.0	7.0	4.0	5.0	8.0	7.0	9.0	7.0	7.0	9.0	8.0	8.0	7.0	217.0
8	Bob Boutilier	5.0	8.0	7.0	5.0	11.0	10.0	8.0	10.0	7.0	8.0	9.0	6.0	11.0	8.0	8.0	9.0	8.0	8.0	9.0	10.0	10.0	253.0
9	Ron Depagter	11.0	10.0	10.0	13.0	14.0	16.0	16.0	11.0	8.0	10.0	6.0	8.0	6.0	10.0	7.0	8.0	8.0	7.0	7.0	6.0	8.0	286.0
10	Gary Bugden	10.0	9.0	9.0	11.0	13.0	13.0	16.0	9.0	16.0	11.0	8.0	10.0	10.0	9.0	16.0	10.0	10.0	16.0	10.0	9.0	11.0	334.0
11	Ron Jeroy	8.0	7.0	5.0	9.0	8.0	7.0	10.0	8.0	10.0	9.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	342.0
12	Derwyn Hughes	16.0	16.0	16.0	10.0	9.0	6.0	9.0	7.0	6.0	6.0	10.0	9.0	9.0	11.0	16.0	16.0	11.0	16.0	11.0	11.0	9.0	347.0
13	Doug Christmas	9.0	16.0	16.0	6.0	10.0	11.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	367.0
14	Paul Switzer	16.0	16.0	16.0	12.0	12.0	9.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	375.0
15	Josh Wilby	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	493.0

Hosted by Kingston Yacht Club. Chair: Paul Switzer. PRO: Peter VanRossem. Scoring: Mary; Lana; Jon. Rescue: Tim.

[EXCEL](#)

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Full results are published at www.kingstonyachtclub.com/regattas. Jerry Brower's very entertaining account of the regatta can also be viewed at: <http://www.ibextrax.com/RC2018/Results/0908R1r.pdf>



Many thanks to Race Officer Peter Van Rossem, scorers Mary Wilson and John Lowther, support boat and mark setter Tim Garrett, Lana Butler 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.

Next years Eastern Regional Regatta has been scheduled for September 14/15 weekend in the KYC racing schedule for an IOM event so get the word out and hopefully we can expand this event to an even larger number of participants. This is a great venue for IOM sailing with a beautiful yacht club facility, and often a strong thermal produced SW wind and BIG waves so bring all 3 rigs and lots of spare parts.

<Editors Note: For those that missed this regatta, double points were given to Canadians entered in this event as an incentive to bring in more entrants.>

Top: 1st place, Jerry Warren Brower

Left: 2nd place, Gary Boell

Right: 3rd place, Steve Landeau



Coastal Cup 2018 Report

By Martin Herbert

This series of eight regatta's that runs from March to October is the backbone of our racing season. Held at various locations and having one event a month works out to a schedule that keeps us racing without the burnout that comes with events every week. For the keeners there are club races and weekly sailing days that allow for sharpening of skills. With eight different venues the load of organizing is shared out and local clubs get a taste of what it takes to host an event. With the revival of the fleet in Vancouver we had one event in Richmond, hosted by Nigel Ashman, Tony Cox and Gunther Yip. Tony also organized a regatta outside the Cup in Steveston which was well attended and lots of fun. I am hoping the mainland will host two events next year, the venues are good and the organizing well done.



This years cup was marked by very close racing throughout the fleet which makes it very much fun. It was also marked by a very pleasant attitude of friendly competition, corinthian sailing where errors were acknowledged and turns done. There was also a lively sharing of knowledge, be it tuning, race rules or radio smarts. It was a very enjoyable year.

Four of our events had visitors from the USA and that gave us a window into how much there is to learn in this sport. We were clearly out sailed and they took the first five places at our Nationals. They sail more events and bigger events than we do and it shows in the caliber of

Canadian Nationals better know as Coastal Cup #4, start on one of the heats

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Three stalwarts of the class: Stan Schofield, foreground at his club at Long Lake, Barry Fox, middle, Beaver Fever and Canadian Nationals organizer, and Bob Copley the Port Alberni organizer.

Inset bottom left: CC#7 at Cowichan Lake, close finish between #42 Art Prufer and #38 Martin Herbert



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their sailing. I am glad that they come as it gives us a benchmark and something to strive for as we try to learn how to sail these marvellous yachts of ours. So plan to race hard next year and send Art your thoughts on where and when for next season.

Martin Herbert
IOM #38

DF65 Western Canadian Championship Report

By Vern R - Steveston RC Sailing Club

The Western Canada DF65 Regionals is done and best reported by Vern R. of Steveston RC Sailing Club: "We must first acknowledge the following people. Pat and Tony for organization and registrations. Bud, Vern, Rob, and Marilyn for officiating and scoring. Debbie for organizing the food (especially the brownies). The Contestants for making this regatta a success. M/V Desert Eagle for providing all the comforts of home right on the dock!

Saturday (Sept 22) saw an interesting day of sailing in Steveston BC at the Steveston RC Sailing Club venue of Imperial Landing. At times the winds proved challenging but did not really shift around till towards the end of the day. Speaking of which after getting in a total of 16 races for the first day we

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saw Bob Lewis in top spot with 23 points, second was Don Martin with 34 and third Brian Woodward with 38.

Sunday (Sept 23) proved to be very interesting as we had to switch to the other end of the dock due to a SW wind. The wind proved to be tricky as sometimes there was flat water but still a nice upwind breeze to challenge all the sailors. We got in another 12 races for the day before calling due to the number of course changes that we needed to make because of the winds. So a total of 28 races for the 2 days.

Everyone knows the old saying of 'never give up' and our contestants didn't as you can see from the full results below (click chart to open web page with photos & results).

HMS 2016 Scoring v3 - July 2016 - Promote = 4																																		
Event 2018 DF 65 Western Canadian Championships																																		
Date(s) Sept 22/23 2018																																		
Host Club SRCS																																		
Program Options							↑	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Sort	Sort	Sort	Sort	0	Sort	0	10																											
1	Brian Woodward	85				53.0	3.0	4.0	5.0	3.0	3.0	2.0	1.0	3.0	6.0	3.0	5.0	1.0	7.0	5.0	3.0	2.0	1.0	4.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	8.0	2.0
2	Don Martin	88				65.0	5.0	5.0	1.0	1.0	1.0	3.0	10.0	1.0	2.0	2.0	6.0	3.0	3.0	1.0	7.0	10.0	3.0	1.0	2.0	3.0	2.0	8.0	2.0	2.0	6.0	3.0	6.0	1.0
3	Bob Lewis	27				75.0	2.0	2.0	4.0	2.0	2.0	1.0	7.0	2.0	1.0	1.0	9.0	2.0	1.0	2.0	9.0	1.0	5.0	3.0	8.0	8.0	3.0	7.0	6.0	3.0	3.0	6.0	1.0	8.0
4	Allan Gardner	7				101.0	1.0	1.0	3.0	5.0	5.0	6.0	8.0	8.0	4.0	7.0	1.0	7.0	8.0	4.0	1.0	8.0	2.0	6.0	3.0	5.0	9.0	6.0	5.0	4.0	7.0	2.0	2.0	6.0
5	Wilson Chong	87				117.0	4.0	3.0	2.0	4.0	6.0	7.0	6.0	4.0	7.0	4.0	4.0	5.0	10.0	6.0	6.0	4.0	4.0	5.0	6.0	10.0	6.0	2.0	3.0	8.0	8.0	11.0	4.0	7.0
6	John Kine	44				134.0	9.0	11.0	9.0	9.0	7.0	9.0	5.0	9.0	3.0	9.0	3.0	4.0	6.0	7.0	2.0	3.0	9.0	10.0	4.0	2.0	8.0	3.0	9.0	5.0	2.0	4.0	9.0	3.0
7	Pat Dion	72				145.0	6.0	7.0	8.0	10.0	10.0	8.0	3.0	5.0	8.0	8.0	10.0	6.0	2.0	8.0	8.0	6.0	8.0	9.0	5.0	7.0	4.0	5.0	7.0	9.0	4.0	5.0	3.0	5.0
8	Tony Cox	57				146.0	8.0	6.0	7.0	6.0	4.0	4.0	10.0	9.0	5.0	7.0	8.0	4.0	11.0	10.0	5.0	6.0	2.0	7.0	4.0	5.0	9.0	10.0	7.0	5.0	7.0	7.0	11.0	
9	Mark Gilbert	00				148.0	7.0	8.0	6.0	7.0	8.0	10.0	2.0	6.0	5.0	10.0	8.0	10.0	5.0	3.0	4.0	9.0	10.0	8.0	9.0	6.0	7.0	4.0	4.0	6.0	9.0	8.0	5.0	4.0
10	Andrea Corona	116				193.0	10.0	9.0	10.0	8.0	9.0	5.0	9.0	7.0	10.0	6.0	2.0	9.0	9.0	9.0	5.0	7.0	7.0	7.0	10.0	9.0	10.0	10.0	8.0	11.0	11.0	9.0	10.0	9.0



Thanks again to everyone for making this a success and we look forward to next year!
Vern"

DF65 National Canadian Championship Report Sept. 15/16

By Michael Steele - CAN 95

Planning any regatta for September in Toronto will almost always guarantee a nice breeze, sometimes too much. But as skippers arrived on Saturday morning it was not only still and calm but one of the hottest September days on record. PRO John McKinney managed to get things underway by 10:30 with a course that only required some minor tweaks as the day went on. Wind conditions were light 0- 4 knots and shifting between SE and SW. Some small floating algae required not only skill, but also a bit of luck to safely move up the course snakes and ladders style. At the end of Day one the leader board had Oz Ozer and Michael Steele in a tie for 1st and Christian Pavey and Victor Wong only a few points behind.

Day two dawned just as hot, but thankfully a freshening breeze between 3-6 knots cleared the course of any algae and gave us some great sailing. It did not take long for Christian Pavey to put his stamp on the event with a string of bullets that moved him firmly into first place. Oz Ozer went along for the ride took the fight to Christian, securely positioned himself in second with Wong and Steele rounding out the top four. After 24 races Christian Pavey for the second time (2016) becomes the 2018 DF 65 Canadian National Champion congratulations.

For many skippers it was their first event and plenty of sharing and learning was done on the dock. Trophies were given out and Prizes provided by Leading Edge Hobbies as well as three sets of sails from Wilson at HotSails.



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A special thank you must go to the tireless volunteers who help put the show on the road:

Regatta Chair: David Allsebrook

PRO John: McKinney

Scoring: Joyce Mckinney

Marks / Lunch : Stephen Penney

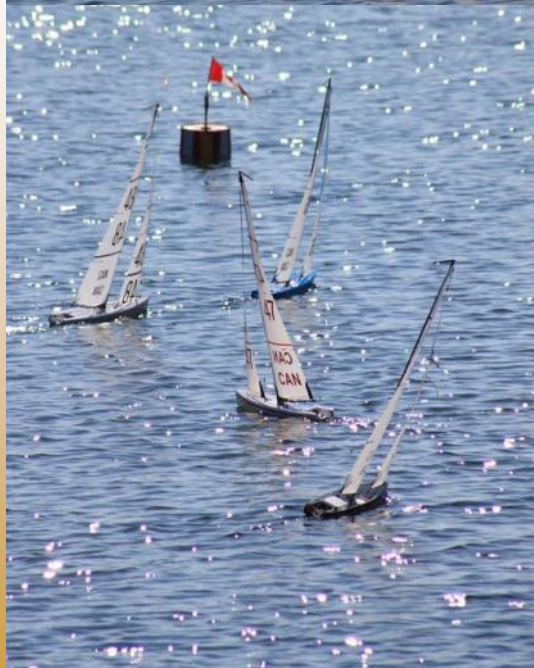
Photography: David Tweedale

From Facebook - Wilson Chong, DF65 Class Secretary:

Congratulations to Christian Pavey .. your 2018

Canadian DF65 Champ. Total of 14 skippers participated. 2nd was Oguz Ozer, followed by Victor Wong. He had edged out Michael Steele for 3rd. Well sailed all

Skipper	Sail #	Sail Manufacturer	Radio	Rudder Servo	Score
Christian Pavey	48	Hot Sails	DX 6i	Hitec HS 65HB	50
Oguz Ozer	47	Joysway	DX 6e	Joysway	64
Victor Wong	18	Sirus CPM 505	DX 8	Hitec HS 5055MG	79
Michael Steele	95	Hot Sails	DX 6	Hitec	81
Glen Barrett	30	Pollowy	DX 6i	Joysway	83
David Allsebrook	61	Pollowy	DX 6i	Joysway	107
George Pollowy	42	Pollowy	DX 6i	CH 1228 DMG	124
Ron Depacter	15	Pollowy	DX 7	Joysway	138
Jim Went	40	Pollowy	DX 6i	CH 1228 DMG	149
Andrea Dellabianca	53	Pollowy	Graupner Mz-12 Pro	Joysway	151
Rick Levick	8	Pollowy	DX 6i	CH 1221 DMG	164
Julian Kenney	90	CARR	Joysway	Joysway	171
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Technical Report

By John Ball —Technical Director

When things get weird - Boat out of control

Say a boat is running downwind and a sudden gust blows it out of control with the nose under water and rudder in the air and it comes to a stop. If the following boat is unable to avoid it due to the sudden nature of the incident does either have to do penalty turns?

The above question was posted on an RC forum. While the Right of Way (ROW) rules are relatively straight forward to apply when you are sailing along at a good speed with good control, it can be more of a challenge if conditions suddenly change.

The first thing we need to get our heads around, is that a boat is always on a tack - either starboard or port, based on the **Definition of Tack, Starboard or Port**.



Tack, Starboard or Port A boat is on the *tack, starboard or port*, corresponding to her *windward* side.

So for any incident, we are either on starboard or port and we should be able to determine who should keep clear by applying the ROW rules, R 10 (P/S), R 11 (W/L), R 12 (astern keeps clear) and R 13 (Tacking). In some circumstances, we may also need to consider the limitations to ROW and these are contained in R 14, (avoid contact), R 15 (ROW changes), R 16 (ROW alters course), and R 17 (proper course). Marks and Obstructions R 18 through R 20 may also add another layer of complexity, but are beyond the scope of this discussion.

So let's go back to the question - a boat nose dives and slows suddenly - and a boat astern hits her. We can apply the rules as if the lead boat did not lose control and slow suddenly. If the boats were on opposite tacks, then Port keeps clear (R10) and would take the penalty if there were contact. If the boats were on the same tack, then the boat astern keeps clear (R 12) and would take the penalty if there were contact. That's all there is to it! Yes, the lead boat altered speed, BUT she did NOT alter course - so we don't need to consider the limitations rules (R 14 through R 17).

While rules such as R 15 and R 16 may involve a change of course, there is no rule that mentions a sudden change of speed while maintaining a steady heading. However, if you nose dive and broach to one side or the other, then definitely you have altered course. So now we need to look not only at the ROW rules, but also those limitations (R 14 through 17) too, as you may fail to give **room to keep clear** to the following boat as required under either R15 (if you suddenly gain ROW) or R 16.1 if you remain ROW. So if you suddenly alter course such that the other boat cannot avoid you, then you take the penalty, even if you were ROW at the time.

The sailor then added another variation to his question -

Other examples of being out of control are light winds where boats have no steerage and when in irons head to wind and unable to manoeuvre. In the case of temporary zero or limited control would the rules mean that other boats would have to give room and time for the boat to keep clear? What if the boat hails that they have no control and cannot get out of the way?

If you hail that you have a control problem, the first rule to consider is **Appendix E2.3 Boat out of Radio Control**. If you hail "[your sail number]- out of control", you are telling the fleet that you have a problem and that they should avoid you. As a result, you are retiring immediately from the heat. Your boat is still on the course and now you become an obstruction, and you cannot be penalised for any subsequent incidents in

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that heat. But remember - once retired - there is no 'take back' - you cannot suddenly resume racing if control is regained.

What is less clear, is when you hail something like "Hey look out! I've got no control" What you are probably trying to say is "Please don't hit me! - I cannot get out of your way". I have discussed this with some International Judges and they seem to agree that because you said essentially that you were "out of control" even if you don't have a radio issue, E2.3 still applies and you should retire. So if you are stuck head to wind - be careful what you hail - best to keep quiet and let the other boat go round you and deal with a protest if they call you out - a quick penalty turn is better than retiring.

In light air, it is easy to sail into a hole and your sails will luff as you sail into your own apparent wind and you lose steerage as your speed drops. The rules apply based on what tack you are on just like the nose dive example above - and for example if you were on starboard and are now Head to Wind (HTW), but not passed HTW then you are still on starboard, so any port tacker must stay clear - R10, and any following starboard tacker must stay clear - R 12. If you were on port, another approaching port tacker would have to avoid you under R 12 as they come from clear astern, but if a starboard tacker had to avoid you, then you have broken R 10 P/S.

Why does 'up to and including HTW' still count as being on a given tack? To answer this we now look at the **Definition *Leeward and Windward*** - (and I underscored the key phrase)

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

The other extreme problem happens in strong wind and waves. You luff up to tack, but hit a wave and stop in irons, with your sails luffing and no steerage. Even though you have no rudder control at that moment, you are either HTW and still on the same tack, either port or starboard, or if you passed HTW before getting stuck in irons, you have changed tack, and are now tacking under R 13. So the rules apply just as if you were moving normally.

In summary, if you were 'keep clear' and they have to avoid you, then you broke a rule - so take a penalty once you have recovered. If you were ROW at the time then they have to keep clear of you - so if they hit you, hail Protest, and let them take the penalty.

The last word!

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

Some people keeps their model boats in the den or living room to display as a showpiece.....

- ⇒honey, have you seen my boat?
- ⇒ *Yes dear, it's in the living room.
- ⇒where?, I can't see it !?!
- ⇒ *It's hanging from the ceiling!



Yes, that's a 41ft Cooper 416 IRC racer hanging from the ceiling.

Canadian Radio Yachting Association

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Renewal:		Or New Member:		Date:	
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<i>List New or Transferred Boats</i>					
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