



# Canadian Radio Yachting

Summer 2001

*The Publication of the Canadian Radio Yachting Association*

## **In This Issue**

**The Right Winch**

**Marblehead Championships**

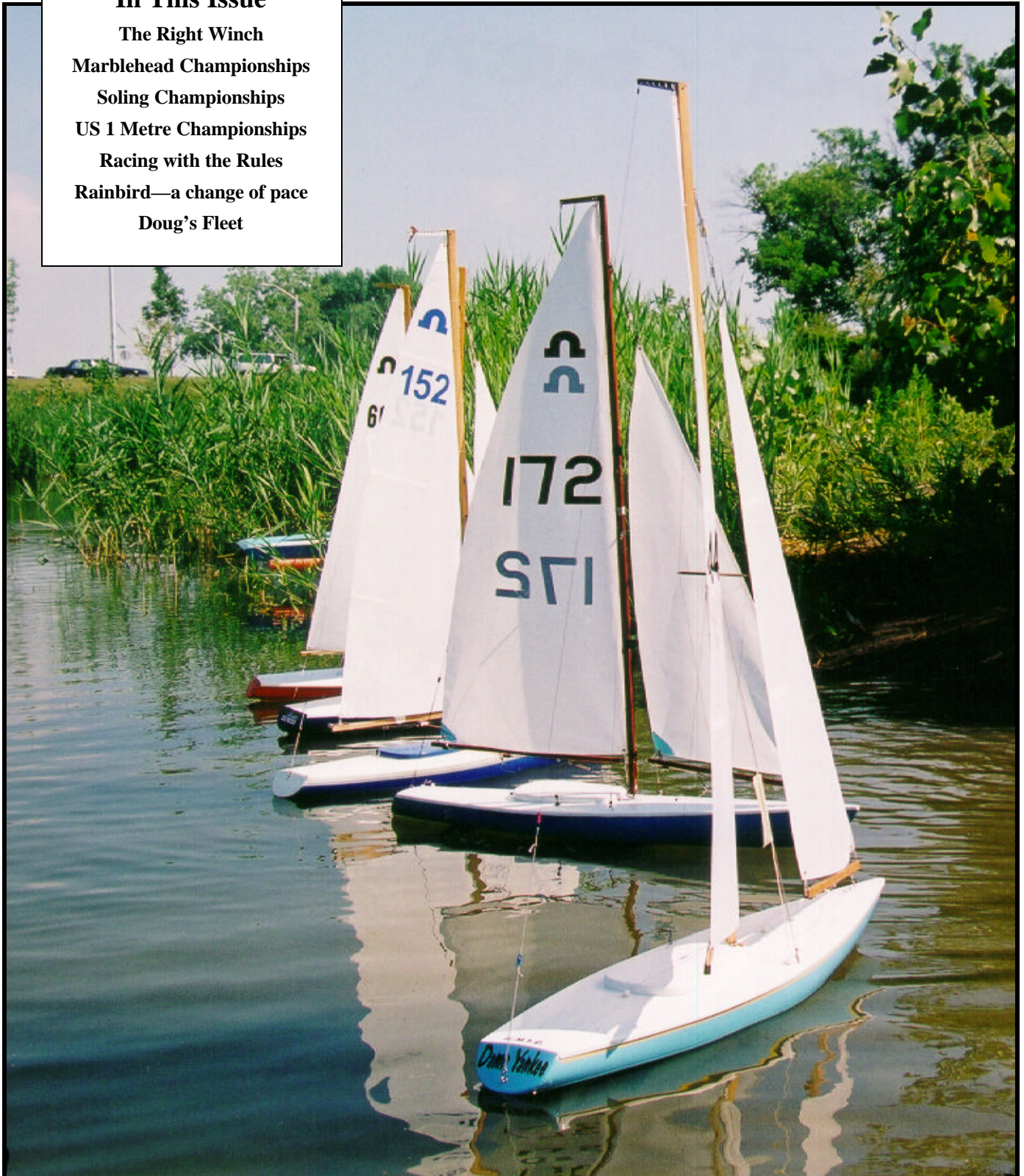
**Soling Championships**

**US 1 Metre Championships**

**Racing with the Rules**

**Rainbird—a change of pace**

**Doug's Fleet**



## CRYA: Canada's Radio Control Sailing Authority

The CRYA is a National Organization dedicated exclusively to R/C Sailing in Canada. The CRYA is a class Association within the Canadian Yachting Association (CYA) and a member of the International Sailing Federation, Radio Sailing Division (IYRU-RSD). 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 registration fee is \$15 and there is a fee of \$5 per new or transferred boat - \$2 for transfer with return to registrar of original card of registration. On registering one's boat, a unique 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 is submitted in electronic format (email, floppy disks) using Microsoft Word but we can accept text from many other software packages.

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

## Publications Available to CRYA Members

ISAF-RSD Constitution and Regulations  
ISAF-RSD Committees, Division Members  
Regatta Management Guide, Questionnaire for Host  
Objectives and Directives for Championships  
Radio Yachting Racing System 1997  
Rules for Adoption and Control of International Classes  
International Class Administrative Rules, Sail Identification Marks and Measurement Form Resolution, Error and Accuracy of Measurement  
Policy for Classes and Intent of Class Rules - 1M, M, 10R, A Class  
International A Class Rules, Certificate and Measurement Forms  
International 10R Class Rules, Certificate and Measurement Forms  
International M Class Rules, Certificate and Measurement Forms  
ISAF-RSD 1M Class Rules, Certificate and Measurement Forms  
CRYA Membership List

### On The Cover

A quiet moment while a group of Solings  
wait together between races at the  
2001 Canadian Championships.

"My jib is killing me"... one was heard to say.

## CRYA Business Calendar

JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.

JANUARY 15th. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.

FEBRUARY 15th. Expected date to receive the winter issue of Canadian Radio Yachting.

MARCH 15th. Deadline to receive material for the Spring issue.

JUNE 4th. Expected date for members to receive the Spring issue.

JUNE 30th. Deadline to receive material for the Summer issue.

AUGUST 15th. Expected date for members to receive the Summer issue.

OCTOBER 15th. Deadline to receive material for the Autumn issue.

OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.

NOVEMBER 30th. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.

DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

## Advertisements

To advertise in the CRYA newsletter, contact the Treasurer by the dates for which material for an issue is due (see above).

## Advertising Rates

Full Page	one issue	\$80.00
Half Page	one issue	\$45.00
Quarter Page	one issue	\$25.00

## Who's Who In The CRYA

		Address	Phone / Fax	Email
<b>President</b>	Ron Watts	185 Ontario Street Apt. 105 Kingston, ON K7I 2Y7	613-546-2464 613-533-6868 (fax)	rlw@qsilver.queensu.ca
<b>Past President</b>	Allan Gardner	664 Albion Way Delta, BC V4E 1J2	604-599-8719	agardner@bc.sympatico.ca
<b>Executive Secretary</b>	Bob Sterne	3785 Edinburgh St. Burnaby, BC V5C 1R4	604-299-0767 604-299-2547 (fax)	rksail@istar.net
<b>Treasurer / Registrar</b>	Norm Patt	32 Woodhaven Cr Whitby, ON L1R 1R6	905-430-8265 905-723-6319 (fax)	npatt@sympatico.ca
<b>Editors</b>	Ray Davidson	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	ramodav@3web.net
	Norm Patt	32 Woodhaven Cr Whitby, ON L1R 1R6	905-430-8265 905-723-6319 (fax)	npatt@sympatico.ca
	Mike Gibbon	1340 Monks Passage Oakville, ON L6M 1J5	905-827-6026v	magibbon@home.com
<b>Regional Directors</b>	<b>British Columbia</b> Rob Woodward	1600 Davies Road Victoria, BC V9E 1E6	250-474-5912	bwoodward@coastnet.com
	<b>Prairies</b> Gordon Stout	149 Somerset Park SW Calgary, AB T2Y 3H5	403-254-6395	rksail@telusplanet.net
	<b>Ontario</b> Ray Davidson	253 Kingslake Road Toronto, ON M2J 3H1	416-497-4463	ramodav@3web.net
	<b>Quebec</b> Dennis Edge	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@sympatico.ca
<b>Class Secretaries</b>	<b>EC12M</b> Rob Woodward	1600 Davies Road Victoria, BC V9E 1E6	250-474-5912	bwoodward@coastnet.com
	<b>Marblehead</b> Brian Chadwick	20 Sundance Crt. Woodbridge, ON L4H 1J6	905-264-9148 905-264-9149 (fax)	
	<b>ISAF 1M</b> Terry Doble	172 Main St, Apt 306 Picton, ON K0K 2T0	613-476-1317	terry.doble@sympatico.ca
	<b>IS 1 M</b> Dave Bowes	40 Sisman Ave Aurora, ON L4G 6R9	905-713-2521	dbowes@idirect.on.ca
	<b>Star</b> Ken Lockley	4114 Cedar Hill Rd Victoria, BC V8N 3C4	250-477-5830	
	<b>Soling</b> Keith Rodgers	649 Glen Moor Cr Burlington, ON L7N 2Z8	905-639-4755	
<b>CRYA Measurers</b>	<b>BC</b> Doug Gilbert Blair Van Koughnet	Victoria, BC Vancouver, BC	250-474-4442 604-325-5576	
	<b>Ontario</b> Don Burton Peter Van Rossem	Toronto, ON Kingston, ON	905-274-6703 613-546-9777	donburt@idirect.com

## The President's Message

By Ron Watts

By the time this newsletter appears, most of the major summer regattas will have occurred and these are reported elsewhere, in this issue. The Soling (in Windsor), Marblehead (in Toronto) and US One Meter (in Toronto) Canadian Championships have all been held, and at least in Eastern Canada this has been an excellent summer in terms of the weather for radio sailing. The one remaining Canadian Championship yet to be held is the International One Metre Canadian Championship being hosted by the Royal Vancouver Yacht Club on October 19-21. Since Vancouver will be the site of the IOM World Championship in June 2003, this will be an opportunity for IOM sailors from all across Canada to become acquainted with the Vancouver sailing conditions before then.

Mention of the IOM World Championship in Vancouver raises an issue on which we seek the views of the CRYA members. The CRYA By-Laws state that the reigning Canadian champion in a class shall automatically have a place at the subsequent world championship in that class. Although not stated in the CRYA By-Laws, that principle has by convention been extended so that in recent years for Canadian applicants for

world championships, priority has been given according to placing in the preceding Canadian Championship. In practice that has not been very significant because in recent years Canada has had more places available in world championships than CRYA members applying to participate. In the IOM World Championship in Malta in 1999 and in Croatia in 2001 we were represented by Peter Van Rossem (the Canadian Champion) and Dick Stanfield, both from Kingston, and in 2001 John Kine from Vancouver, was a third Canadian entrant.

With the 2003 IOM World Championship being held in Vancouver, however, the picture changes, for we are likely to have many more applicants than places. The number of places available is determined by the ISAF-RSD in relation to participation in previous World Championships, and allowing for Canada being the host country, we shall probably be entitled to about six places out of the total 80. It will be important, therefore, to have in place at least a year ahead (i.e. by June 2002) an agreed process for ranking Canadian applicants. With regard to the inclusion of the reigning Canadian Champion that should probably continue, and any change would require a

By-Law amendment. For the other five or so Canadian entrants, the CRYA Board will need to approve a procedure well in advance.

To help the Board in its deliberations, I would ask any CRYA members with views on this subject to write either to me, as President of CRYA, or to the editors of *Canadian Radio Yachting* by October 15, for publication in the fall issue.

In the last issue I made reference in the President's Message to a suggestion of Bill Glover of Metro Marine Modellers that the CRYA consider standardizing the dates and locations for Canadian Championships. So far we have received little response. Since we shall have to work this autumn on the dates and locations for 2002, I again invite members to send their views on this subject to the editors of the CRYA newsletter by October 15 for publication in the fall issue. The pros and cons were outlined in the President's Message in the Spring 2001 issue.

There remains ahead of us yet a full autumn of radio sailing, and I wish all our members fair wind.

## Delayed Publication of Summer 2001 Newsletter

By Mike Gibbon

I have to apologize to everybody for the newsletter being received a month later than originally planned.

The delay was all due to my being totally wrapped up in a difficult task

at my place of work.

We were "downsizing" and that very difficult process I found just swamped my mental ability to contribute and even to edit the fine efforts of others.

But finally that unpleasant task is over and I can get back to the newsletter—but in the meantime the issue was delayed, and for that I apologize sincerely.

**There is some good news . . .**

**We are getting GREAT photos !**

**But . . .**

**P L E A S E**

Please, put a caption with them and let us know who the people are, a little cover story perhaps—then Ray and I can stop scratching our heads and asking "who is the old guy with gray hair, and is that his boat with sail number 156?"



## Treasurer's Musings

By Norm Patt

My thanks to our Canadian Health Care system, and especially the Home Care support !

Imagine, it is now possible to call for help when after a session at the pond one becomes seriously dehydrated. Instead of a turn in the Emergency Ward at the local hospital, a telephone call from home initiates a sequence of events:

- \* Supplies are sent from the depot, 50 km away, to the home.
- \* The nurse arrives ( at 9:30 p.m. ) to start the intravenous, and the I.V. therapy begins.

Within just a short time the patient "feels" recovery occurring. And after one day at home with intravenous therapy, the said patient is then able to drive to work with the intravenous needle still in the arm, the "pump" and bag of fluid and electrolytes is in a fanny pack around the waist. The "patient" is again a productive member of society, working, earning and paying taxes instead of being a hospitalized drain on the purse of society – all the while still receiving therapy.

The message is to be careful and to maintain hydration especially when outdoors enjoying our hobby. Be aware that when one perceives thirst, that one is already 5 – 10% dehydrated. As we get

older we are more vulnerable to dehydration, especially if there is an accompanying / predisposing condition (in my case it was the ileostomy).

To end on a familiar topic ...

### LOST BY A POND SOMEWHERE

(means member HAS moved and Post Office has returned the Newsletter):

**Steven Earle**

If any reader knows of his new address then please advise me and for everybody contemplating a move then - **please let us know before you move. We will keep it a secret ... worry not that others will find out through us.**

## Lead For Keels

From an email sent to an editor by Bill Glover ....

Soling Class boats use hollow keels filled to the desired weight with encapsulated lead shot. Sometimes, finding a convenient source of shot is not easy..

Sports shops such as LeBaron

Sports in Mississauga, Ontario sell lead shot for "reloading" to the keen hunters. Gun shops in your local area most probably also do the same, although you may be faced with finding only large 25 lb. or 30 lb bags available.

One cheaper option would be to find a gun shop that sells "spillage" which is of variable shot size—which matters not to the Soling unless you do particularly want yours to be "just a prime 12 gage" boat.

## LEADING EDGE HOBBIES

731 Gardiners Rd.  
Kingston, ON  
K7M 3Y5

Tel: (613) 389-4878

Fax: (613) 389-5185

E-Mail: [leadedge@kos.net](mailto:leadedge@kos.net)

Website: <http://thor.he.net/leadedge>

### Store Hours

M-F: 10am – 8pm

Sat: 9am – 6pm

Sun: 11am – 5pm

We are a full line hobby store with a great selection of R/C kits, accessories, static models and a lot more. We pride ourselves in having the best service, price and selection in the area. If you are not from Kingston, we will be happy to send your order to you.

**"Come and see what's new in Hobby Stores"**

**Leading Edge Hobbies accepts all major credit cards!**

*We carry a complete line of products for the radio control sailboat enthusiast!*



**Pe-ka-be  
Sails Etc.  
Victor  
Kyosho  
Dumas  
Pop-Up Manufacturing  
Hi-Tec  
Futaba  
Airtronics  
and much more!**

# Sailing Myths

By Ray Davidson

Sailboat racing is a great sport, but sometimes its enjoyment and our success at the pond is hindered by the myths in which we allow ourselves to believe. Perhaps we should spend a little time in looking at the common myths and decide that myths are what they are—reality is something else.

## ***Myth - The purpose of the game is to win.***

Most of us rarely admit being interested in anything other than winning, yet few of us do win. In most cases, our finishing order is determined by where we believe we deserve to be. We choose our classes and events to ensure a desired outcome and although a few expect to win, most of us have an outcome in mind that is either satisfying or dissatisfying. We consider the time, effort, expense, etc., that we apply to the event and make a judgement as to the position which we should finish. If we find ourselves ahead of our expected position, we often unconsciously manoeuvre to get back where we belong.

## ***Myth - Boat speed is a determinant of the game.***

Boat speed certainly makes most any skipper look good, but few win regattas on boat speed alone. Our true competitors, the ones we wish to beat, have equal speed.

I for one cannot remember a race that I did not lose because of my mistakes. We have all seen a skipper who is rarely in the first ten places acquire the latest yacht or the one that has just won the regatta, then wonder why it will not go “as fast” for him when in the hands of the previous skipper, it was unbeatable.

## ***Myth - Winners know more than the losers.***

How often have we said “if only I knew as much as so and so I’d win every race”. Yet the winners, usually sailing by the seat of their pants, often

know less about the causes of their victory than the losers. Most of the time the ability to take and keep the lead is a lot more related to psychological factors than to intellectual ones.

There are those in our hobby who are so capable of getting the most out of a boat and its rig that they can hardly tell a fast boat from a slow one. What they have is a desire and determination to win and it hardly ever occurs to them that they can be beaten.

A lot of us seem to have little insight into why we won a race, but can usually pinpoint a few pertinent reasons why we lost. Most of us believe that next time when we correct the mistakes of last time we will win, but in the end we only manage to make new mistakes.

## ***Myth - Sailing is fair.***

The Rules - Racing Rules of Sailing - Class Rules and the Sailing instructions intend our game to be fair. Yet we all seem to do our best to get an unfair advantage. We buy boats, sails and equipment that will perhaps give us an edge, and try to ensure that our boat is better prepared than the competition.

None of us would want to win by sailing a boat that was say out of rating, that is, being 3 or 4 inches longer on the waterline or had 50 sq ins more sail. But we will happily buy a new suit of sails that may be better than our competitors and be pleased with our better performance. We improve our sail controls and winches, sand and polish our hull and practice not so that we will be equal to our competitors, but so that we will have an advantage.

## ***Myth - Winning is evidence of superior sailing skills. The winner demonstrates he deserves to win, and the loser that he deserves to lose.***

If this is so, why is it then that any satisfaction on the part of the winner is so short-lived and likewise the dissatisfaction on the part of the loser. In reality, the skipper’s skill is but one variable among many others. “He who makes the

fewest mistakes, wins.” Another variable is who else showed up.

In actuality, few competitors notice the performance of others because they are too busy worrying about their own. Some skippers feel depressed when they lose, convinced it is their fault entirely and that everyone else has witnessed their defectiveness. Actually the presence or absence of mistakes of their competitors greatly influences the outcome and few, if any of them, recall anything about anyone else’s performance.

## ***Myth - Losing is depressing . . . only winning is fun.***

If this is true, why then do most of us lose regularly? The object of the game is to win, but the object of playing the game is to participate and to somehow affect the outcome of any event. If they posted the results of the regatta before it was sailed and showed that you had won, would you show up to compete? What I think attracts and keeps us trying is our wish to be challenged, to try to do better.

An eminent sailor once said, “Sailing isn’t fun, winning is!”. But what if we won every time we went sailing, wouldn’t we soon get bored and switch to another class in which the course and outcome would be in doubt . . . so that it could be more fun?

Most of us are satisfied when we perform well regardless of our actual standing. Sailboat racing is a game and a game is fun because it is unpredictable. When we play we accept variations in ability, equipment and conditions and understand that their varied effects on the course and outcome are part of the game.

Success or failure on the course correlates to our state of mind. The good sailors who constantly win do so because their state of mind is positive and confident. They look for reasons to win, not excuses to lose. Maybe they have dispelled these myths. Perhaps then it’s time for you to do the same.

# Which Winch Is The Right Winch?

By Ray Davidson

One of the questions asked more often than any other is “which is the best winch for my boat?”. Actually, as with most questions, there is not just one single answer but rather it is a matter of evaluating what exactly you want the winch to do. That is to say, the smaller the boat or the less competitive you wish to be, then most likely the less powerful or the less hi-tech winch you will require.

The decision of course is determined by your own requirements. The factors which need to be considered are of course, size and dimensions, will it physically fit the boat, and how much power will it take and consume. Should it be an arm or drum winch? Also is the length of the arm or size of the drum adequate? Travel range, i.e., how much line will it accommodate? All of these questions of course need to be answered for the specific boat for which the winch is destined. This though is not rocket science as the chart on the next page, which we put together a while ago, answers most of the immediate questions about the more popular winches.

Within the last year a new winch has surfaced from Australia. The RMG ‘Smart Winch’ SW380 and SW280. In reading the specs it would appear that this winch answers all of the most avid competitors wants and needs. It is not the most compact, the lightest

or the least expensive by any means, but for technical ability it practically knows when to winch in the sails on its own. The technical data states that it is suitable for all recognized classes but to me, the SW380 by its size, almost 5-1/2 ozs or 152 gms and power, is a big boat winch even when powered by 4.8v. It has power enough for an AC boat. The SW280 has a smaller motor and saves about an ounce, 4.2 ozs. but still can handle boats such as an International 10 Rater or an East Coast 12m class.

The specs - Compare the two winches to the Whirlwind Olympic and Atlas, considered to be the benchmark of world RC competition. The SW380 is twice as fast and can produce double the pulling power of the Olympic. That means 4 times the power for the same combined weight, and the SW280 which is somewhat less powerful still, has 3 times the power of the Olympic. The higher power of either SW means that as the wind increases, they have the ability to maintain their superior speed.

The SW has Dynamic Pulse Width Modulation. (PWM). Servo systems use PWM to reduce power and speed as the desired position is approached. This gives finer and smoother control when small movements are required. It also reduces the problem of hunting, especially in fast servo systems. But the problem with standard PWM is that as the servo or

winch gets closer to its desired position, the reduction in power may mean that it will not have enough power to get to its new position under load. This is what’s happening when the servo / winch is not moving but buzzing. This can cause batteries to discharge quickly or even damage the electronics in heavy conditions because the motor is trying without success to drive the winch to the desired position. However if the SW detects that it is not traveling as fast as it should, it will increase its power until it has enough to overcome the load and find its desired position.

The SW also has ‘Stall Protection’. It knows when it is stalled and will protect itself and your batteries by shutting off power until reset. There are many other features including Battery Testing, Static Breaking, Voltage Protection and Overrun Protection, meaning that the winch is programmed to ignore signals that are above maximum or below minimum pulse width of the transmitter. So should interference cause the receiver to send signals outside the normal range of the transmitter, the winch will ignore those signals. It will not travel closer than close hauled or beyond full out running position.

	Specification	SW380	SW280	Unit
Comparing the Specifications of the SW380 & SW280	Maximum output power	13.5	7.2	mhp
	No load speed	3.1	3.3	rev/sec
	No load sheet speed	12.3	10.4	inch/sec
	Stall torque	294	194	oz/ins
	Travel range	1 to 22.8	0.8 to 18.5	ins
	Weight	5.4	4.2	oz
	Max / min voltage	8.5 3.5	8.5 3.5	volts

# Sail Winch Buyer's Guide

Copyright 1995-J.Ricopoulos

Manufacturer	Futaba S-125	Futaba S-3801	Futaba S-5801	Airtronics 94581	Hitec HS-725BB	Graupner Regatta 5172	Graupner Segelwinde 3,37	RMG Smartwinch	Whirlwind Olympic	Whirlwind Low Profile	Cermark MS747WB180
Speed sec/360	4	1.56	0.5	10.6	1.3	0.65	0.5	0.33	0.6	1.17	1.56
Torque - oz.in.	116	194	136	170	193	140	265	132	104	72	167
Running current (NL)/mA					100	310	250	500	200	200	300
Resolution %					1	<1		<1	<1	1	
Weight oz. (gr.)	2.14	3.77	3.00	4.94	3.90	3.39	5.71	4.20	3.43	2.50	3.90
Dimensions LWH mm	45x23x44	52x29x50	46x25x44	90x39x44	59x29x52	46x23x42	102x51x48	?	46x23x58	46x23x40	54x26x60
Spool (arm) dia in.	5.00	4.50	1.22	3.00	1.50	1.60	2.00	1.25	1.25	1.00	4.50
Turns (degrees) ATV	(140)	(100)	2-6	(170)	4.00	1.5-5.5	3.5-8.5	0.25-6	2.5-5.5	2-5	(180)
Motor type	std	std		std	3 pole	coreless	?	varies	coreless	5 pole	
Ball bearings	1	2		none	1	2			1	1	1
Metal gears	yes	yes		none	no	yes			yes	yes	no
BEC volts	no	no	4.8 to 7.2	none	no	4.8 to 7.2	no, sep 6-9v		4.8 to 7.2	no	no
Price Can \$	\$75	\$105	\$240	\$65	\$90	\$220	\$200	\$240	\$190	\$150	\$70
Sheeting length, in.	6.00	4.00	7.7-23.1	4.30	18.80	7.5-27.5	22-53.4	1-23.6	10-21.5	6.3-15.7	9.00
Sheeting force, oz.	23.20	43.11	221.82	56.67	257.33	175.00	264.50	210.40	166.40	144.00	37.11
Power oz in./sec.	29.00	124.36	271.62	16.04	148.46	215.38	529.00	398.48	173.33	61.54	107.05
Power/weight	13.55	32.99	90.54	3.25	38.07	63.54	92.64	94.88	50.53	24.62	27.45
Notes:											
Best for	kits, 36	36, 1M	all racing	non-racing	Laser, EC12	all racing	AC, EC12	M, IYRU 1M	all racing	36, US 1M	36, US 1M
Will work on	US 1M	IYRU 1M	all racing	kits	M, IYRU 1M	all racing	A, 10R	all	IYRU 1M	kits	kits
Main advantage	hi quality	fast	hi perform	inexpensive	hi perform	hi power	comp control	proven	proven	cheap	uncertain
Main disadvantage	low power	short travel	expensive	slow	no turn adjus	expensive	heavy	hard to get	uncertain supply	uncertain supply	single source



# Canadian Marblehead Championship...or Water, water, everywhere, etc.

By Ray Davidson

It is a well known fact that in Ontario alone there are more than 30,000 lakes and if you look at the map, Toronto, in a manner of speaking, is practically surrounded by water. So it is ironic that the only really practical sailing site that is used in this area for all classes is actually going the way of the dodo bird due to weeds and algae. What was once described as the perfect place for RC sailing by one of the San Diego club members, is now a place where "it will probably be OK by tomorrow if the wind blows in the right direction and the pond clears up". Not a happy prospect by any measure, especially for Marbleheads with deeper keels than most other boats.

Nonetheless, this was the situation facing the race committee for the Canadian Marblehead Championship June 23 & 24. A lesser race committee may very well have decided to cancel the event but as there were skippers registered from as far away as New Jersey and Long Island N, Plan "B" surged ahead.

The voices of doom were ever present, but persistence paid off and a set of commercial docks was acquired by Pat Quinn ( without which we would have been in dire straits indeed ). The Parks Department would allow us to secure them in one of the bays on Lake Ontario proper. They also cleared some of the under brush for better access and loaned us the key to the barrier so we could transport boats and regatta equipment. (the site being quite some way

from the parking lot). All this would allow for a fairly decent course to be set in some 14 ft. of water, which was essentially weed free, perhaps almost weed free is better. The location was also quite suitable for most wind changes.

Things seemed to be shaping up, but on the Saturday morning our race director, Mike Gibbon, was unable to make it due to the flu and bronchitis which he had been fighting all week. This would mean that the BBQ slated for the Saturday evening would be cancelled. Don Burton stepped in to run things, but he could only stay for part of the day. However, "up stepped brave Horatio", actually Terry Doble from the Kingston Club. He had offered to help some time back but was now, along with Ben Colenbrander, the team that kept everything on track for the next two days.

Don though, returned on Sunday, which helped considerably. By some previous standards it was a very small turn out, but size is not all important. The quality and intensity of the sailing was top notch and for the most part, protest free. A good thing too as there was no formal protest committee.

The course was a long windward / leeward with the start and finish marks in the middle of the windward leg. Two windward marks 30 ft. apart acted as a separator, and this worked quite well as all the boats were very evenly matched, with starts and positions at the windward leg being ex-

tremely close.

The winds, as usual in Ontario during, June and July, were quite fickle, especially on Saturday. They varied from almost zero to about 5-6 mph. And swinging constantly 90 –180 degrees in the process. This called for frequent course changes, tuning, and the usual nervous adjustments.

On Sunday the wind was somewhat more constant, although three course changes were made in the morning, but finally the wind settled in from the west at about 5 – 8 mph and sailing off the point in the lake proper gave ample room for a good windward / leeward course. The only objection came from a nesting Tern or Sandpiper, who gave up after realizing we were not interested in disturbing the nest.

There were few mishaps over the two days, except on Sunday afternoon one of the US boats literally sailed off into the blue and headed for the shore about a mile away according to the people with binoculars. A truck was dispatched to try and retrieve it on the far shore but it was finally headed off by the chase boat , which incidentally broke a set of oars in the process ( that made two sets over the weekend). Had it not been for a slight wind change, the yacht may still be on its way across Lake Ontario.

In the end it all worked out— weather pretty good, no weeds, no shortage of water for the deepest of keels. Thank you again Pat Quinn for making it all possible with your launching ramp.

## Results

	<b>Skipper</b>	<b>Points</b>	<b>Hull</b>	<b>Sails</b>
1	Ray Davidson	41.50	Paradox	Sails Etc
2	Peter Van Rossem	60.75	Paradox	Sterne
3	David Coode	98.75	Piranha	Bantock
4	Lech Arcisweski	105.25	Piranha	Bantock
5	Ron Watts	117.75	Rok	Sails etc
6	Keith Rodgers	143.50	Viper	Sterne
7	Dick Stanford	146.75	Logic	Sterne
8	Ashley Marshall	204.00	Paradox	Sails Etc
9	Michael Gianturco	210.00	Piranha	Sterne
10	Brian Chadwick	_____	Withdrawn	_____





Ray Davidson with his trusty Paradox #64 playing catch-up for a change. Note the use of a fast shutter setting on the camera to completely “freeze” the motion of the boats—seems also to have completely eliminated any sign of wake or bow wave.



# Van Rossem Rules !

By Dennis Hendel

They dragged him into the bulrushes, they knocked his mast down, but in the end the competition couldn't stop Peter Van Rossem from winning the 2001 Soling One Meter Canadian Championship Regatta and capturing his third title in three years.

Peter racked up 16 firsts, 6 seconds, 2 thirds and a couple of fine redressed race positions out of thirty-one races sailed on Blue Heron Pond in Windsor, Ontario over the weekend of July 7 and 8. Of the thirteen racers who showed up to compete in this event, eight were from the Windsor Model Yacht Club and five drove down from the Toronto area and beyond.

Saturday's races were sailed under cloudy skies and the threat of thunderstorms. The 12 to 18 knots of breeze out of the SSW was just about perfect for these boats. They charged around the Olympic Triangle course without much fuss at all, except for the occasional equipment failure. What a pleasure to watch! In all, 17 races were completed that day but even before half of them were over, it was fairly obvious that Van Rossem's red, white and blue boat was fast and going in the right di-

rection, too.

Saturday evening's activities were held at a local eating and drinking establishment. I for one can attest to the fact that there was quite a bit of each going on. There was also some serious discussion as to how the racers could rig Peter's boat so it would sink during a race on Sunday without him suspecting anyone. Finally they realized he is too smart for the M-80 firecracker treatment . . . and too nice a guy, so they dropped the idea.

Saturday night, as we all slept (except for Ashley who reportedly partied all night long) a front rolled through. As a result, Sunday's weather was a complete change from Saturday. The wind, what little there was, had shifted 180 degrees. It was a HOT, humid and cloudless day. Most of the 14 races were sailed in winds of 2 to 4 knots. Tactics switched from how to get to the marks first to how to get to the marks at all. Peter Van Rossem demonstrated his light air sailing finesse and won seven races. The wind rarely got above 5 or 6 knots and eventually the heat, sun and lack of a cooling breeze started to take its toll on the rac-

ers (and the race committee).

At one point the R/C called for a "water break" and handed out bottles of cool water. Everyone took a break to drink, except Ashley who was spotted splashing around in the pond.

Racing ended at 3 pm and everyone gathered under a large tree and a gazebo to cool off and wait for the final tally of race scores. Soon, with the counting done, the awards were handed out by yours truly. As presumed, Peter Van Rossem received a large cheer from the crowd and stepped up to claim his prizes - the Soling half-model perpetual trophy that he was already familiar with, one of the beautiful plaques custom made for this event by a fellow Soling skipper, Dick Reder of the WMYC, plus something new, a medalion from the CYA.

Second place went to Ashley Marshall who also received a medal (silver) and one of the plaques. Finishing third and receiving a bronze medal and plaque was Soling class secretary, Keith Rodgers. Incidentally, the CYA medals will be awarded at all future CRYA sanctioned championship regattas.

## Final Results

Finish	Skipper	Sail #	Points
...1	Peter Van Rossem	CAN 33	40.7
2	Ashley Marshall	CAN 172	86
3	Keith Rodgers	CAN 53	90
4	Len Strahl	CAN 605	90
5	Charlie Mann	CAN 152	123
6	Ken Miller	CAN 598	147
7	Lana Butler	CAN 511	173
8	Norm Highton	CAN 125	190
9	Bruce Lancaster	CAN 443	237
10	Dick Reder	CAN 527	248
11	Don Cooper	CAN 607	256
12	Doug Diet	CAN 288	297
13	Brian Lawson	CAN 666	342



The Winner, Peter Van Rossem, caught in a reflective mood at the Championships. Lana Butler looks on having finished well up in the fleet.. See the cover and the following page for more photographs from this popular event.



**Above**

A gaggle of Solings in drifting conditions at the Soling Championships—Peter Van Rossem nearest camera.

**Below**

A gaggle of Soling Skippers also at the Soling Championships—some appear more attentive to their boats than others.





# U.S. One Meter Canadian Championship

By Ray Davidson

Saturday and Sunday the 28th and 29th of July 2001 — what a great weekend for a regatta. Perfect weather, almost perfect wind, and all but ideal conditions which is somewhat rare for our sailing site. I can say that because I was assigned as race director, plus I also get to write the report.

However to be somewhat more rational, there was some concern that our site would not be weed and algae free for the event, as only a couple of weeks earlier it was impossible to sail anything. But the Parks Department came through and we were able to proceed normally.

Humber Bay Park is fine as long as the wind blows from a few choice locations, well, marvel of marvels, it blew steadily out of the east to southeast for both days, coming in from the lake with generally only slight variance in wind speed. Saturday, the wind was 5-6 mph. During the morning and towards the end of the day it was gusting up to about 8-10, which seemed to be just about ample for one meters.

A windward leeward course was set, with the start line at the leeward end of the course. Two marks were placed to windward acting as a separator and finish line, with a leeward mark some fifty feet to leeward of the start. Depending on the wind strength, two or three legs to windward were sailed. This gave ample time to recover from any penalties as 720s were the order to keep the fleet honest.

After the skippers meeting at 9.30 am, racing was to start at 10 am. sharp with all 15 boats ( no conflicts ), but was held up for a few minutes due to some skippers having serious radio interference. Most problems were resolved by 10:15 and racing got underway in earnest.

It is worth mentioning that David Balsdon had to withdraw. His radio, an old wide band model, was being swamped by most all of the radios in the fleet. Also Craig Robertson, with the same interference problems but with a narrow banded radio, tried in vain all weekend to alleviate the problem by

changing crystals, plugs, switches, servos, even Tx and Rx. Nothing solved the problem. The final thought was that, just maybe, the crystals used were too far away from the original frequency to which the radio was originally tuned. We hope you both get it sorted out for the future. When you sail with a large fleet equipment failure can, in one form or another, quite often rear its ugly head.

Racing, for the Saturday, was both exciting and challenging, the 720 penalty turn for on the course infractions kept everyone reasonably honest. After a 30-minute lunch break, the afternoon saw more good races with the wind picking up to about 8-10 mph. by day's end. Even so, there were still enough "holes" to sail into so that positions could and did change frequently.

16 Races were sailed by 3:30 pm which gave ample time for repairs, showers and getting over to Don Burton's home for the evening. Thanks to Don and Joyce for a super BBQ. Chicken and/or steak, plus all the trimmings. Dave Bowes, who had built up quite a lead during the day, was kept busy talking, by Ashley, 'til the wee hours, so I understand to try to tire him out for Sunday.....but to no avail.

Racing on Sunday was sailed on the same course with very little wind variance or shift. Dave was still the skipper to beat though. But Len Strahl and Dennis Hendel, who had both had some bad luck on Saturday, showed that they were not going to be out done and sailed to their true form, giving Dave a real run for the marbles.

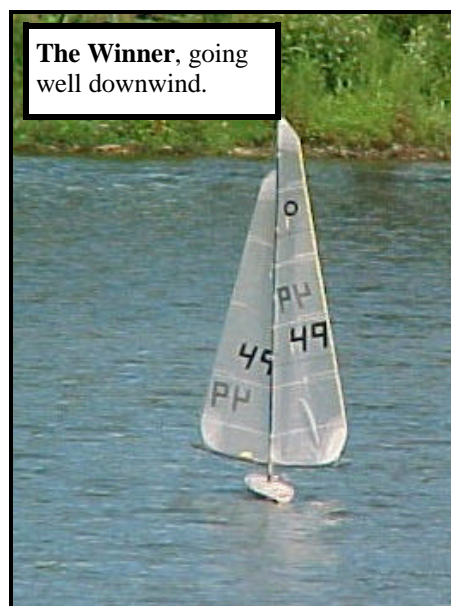
Interestingly enough on Sunday Len, who had 98 points on Saturday, had 29 1/2 on Sunday to actually win the day and Dennis, who had 79 1/2 on Saturday, came in with 45 3/4 on Sunday to be 2nd. David actually had 38 3/4 on Saturday and 47 3/4 on Sunday, but was able to hang on to the lead he had built on Saturday. As I see it both Len and Dennis just simply ran out of time and races, finishing 2nd and 3rd respectively. I also recall that some years back there were quite a few lady

skippers both here and in the US, and it was good to see one at this regatta. Mandy Strahl who, even though she is new to the sport, showed some moments of brilliance, finishing ahead of some veteran sailors. Keep it going Mandy.

Racing continued until 3 pm. and after the scores and drop outs were tallied, trophies and those super CRYA medals were handed out to the winners.

Gordon Grimes, the event coordinator, did a sterling job organizing the paper work, frequency assignments and information packages, plus making sure everyone had lunch both days along with liquid refreshment. The demanding task of keeping the scores accurate was handled by Don Burton with Ben Colenbrander and Ray Jordon the 2 judges at the finish marking positions, which eliminates any mix up in close races. Calling the start line were Erich Bruckmann and Ron Martin who also did double duty at the leeward mark. All infractions were worked out on the water so the protest committee had nothing to do but enjoy. My thanks to all the regatta crew for their weekend work.

Yours truly hopefully kept everything running smoothly ( I think ). In all 32 races were run over the two days, and the final standings are:-





Finish	Skipper	Points	Sail #	Design	Radio	Winch	Sails
1	Dave Bowes	58 1/2	49	Dave's 5th.	Futaba	Futaba 5801	Bowes
2	Len Strahl	60 1/2	2	Venom	Futaba	Not known	Sterne
3	Dennis Hendel	77 1/2	41	Cobra	Futaba	Futaba 5801	Kiwi
4	Paul Hickey	136 3/4	71	Dave's 5th.	Hitec	Whirlwind	Stout
5	Brian Chadwick	144	66	D Bowes	Futaba	Andrews	Bantock
6	Doug Hemingway	162	30	Venom	Hitec	Andrews	Moring
7	Ashley Marshall	189 3/4	72	D Bowes	Futaba	Whirlwind	Sterne
8	Dick Hein	203	8	D Hein	Airtronics	Hitec arm	Mason
9	Mandy Strahl	216	1	Dave's 4th.	Futaba	Futaba	Sterne
10	Clive Herbert	256	27	Wick Smith	Futaba	Whirlwind	Moring
11	Allan Gordon	265	76	Wick Smith	Futaba	Whirlwind	W Smith
12	Eddie Waddel	306	89	Dave's 5th.	Futaba	Whirlwind	Stout
13	Craig Robertson	393	10	Wick Smith	Futaba	System 2000TS72	Sterne
	Charlie Mann	Withdrawn	82				
	David Balsdon	Withdrawn	39				



**Above..**the happy skippers group at the US 1 Metre Canadian Championships held in Toronto.

**On the left**—Len Strahl's Venom a worthy second place after a great showing in the Sunday's races.

**On the right**—Keith Rodger's Soling. Was Keith competing with the US 1 metres? No he was not. I just put it here because I liked it and ...

It shows well the wave pattern that a "displacement boat" produces when moving at hull speed—the characteristic bow and stern wave with a hole in between. Contrast the much lighter US 1 boats shown on the next page that produce a much shallower wave pattern when moving at a similar speed to the Soling. The US 1's are not "planing" - just ploughing a shallower furrow.







**Above ..**

At the start. Len Stral appears to be the only guy on starboard and if so well positioned ..or did this photograph get flipped in scanning or somewhere else along the electronic highway?

**Below Left ..**

At the windward mark. I think that is Ashley (X marks the spot) in the middle of the bunch—looks like Dave Bowes is second around but going for the lead. Note flat wakes even though these boats are moving at some speed.

**Below Right ..**

Dennis Hendel, third. Dave Bowes, first. Len Strahl, second.







**Final shot from the US 1 Metre Canadian Championships.**

The fleet spread over the pond in light airs as the leaders round the windward mark. Weather perfect, pond looks great.

## STERNE SAILS – ALL CLASSES

*Over 2 decades of winning experience in R/C Yacht & Sail Design*

**Fast Sails – Fast Delivery – Competitive Prices**

*Over 70 National, International, & World Championships*

**VIPER 10R, VIPER+ M, VENOM 1M, VENOM 36, CHINOOK IOM**

*6 hr. VHS Video Instruction Manual now available -- included in all Deluxe Kits*

**RIG & SAIL TUNING**

**VIDEO - \$29.95 US**

**VHS 100 MINUTES**

## BOB'S BOATYARD

*Specializing in R/C Racing Yachts  
Kits, Sails, Masts, and Accessories*

**Street name  
changed!**



*Call Bob Sterne*

**604-461-2547 105 Blackberry Drive, Anmore, B.C. Canada V3H 5B4**

*Catalog available via e-mail in MSWord Doc format from [rcsail@istar.ca](mailto:rcsail@istar.ca)*

*Check out our website.... <http://www.ionet.net/~mmyc/bobsterne.htm>*

# Rainbird

By Ben Rusi

I found her lines in the book of old time boat designs. Just a small, four by eight size profile of lines. She was designed by no other than William Garden for his own personal use. As a matter of fact, she was going to be his "honeymoon" boat. She touched the waters of Lake Union, WA in 1948. A black, sleek schooner of 48 feet. In 1992, Victoria B.C. I took this book to an engineering company and had them enlarge the lines to a full 46". I was ready.

Using foam core as stations I laid a keel, stem and stern post, all solid oak fastened together by bamboo skewers exactly as the original boat was built. I made a plug for the lead keel and had it cast by local foundry. 1/4"

the local Windsor Plywood store I found a bundle of 3/4" by 1/16" by 60" long mahogany strips. I found my planking material. Using Titebond II wood glue I set to work. First layer at a 45° degree angle, second layer 45° opposed direction, and final third layer horizontal as a real planking. Her fan-tail reversed stern was a challenge. I must have done that part at least half a dozen times over. Just didn't look right and it still doesn't, I don't think!

Unfastened the foam core stations, turned her over and ripped all of the foam core out. Nice strong and light hull. But now I needed more information regarding a deck layout, cockpit, cabin and everything that I did not have. Phone call to William Garden who just

boat ride later we were on his own boat yard. What a place! Boat lovers paradise.

Drawings and half models and you name it scattered all over. Cup of coffee and some interesting talk, later we were back in Sidney dock with a full set of deck and rigging plans. I was walking on thin air.

For the deck beams and all of the cabin frames, etc., I used yellow cedar as well as deck planking. The planks were grooved as real and caulked, stained and sanded. The cabin top is real canvas and most of the rigging hardware is handmade - shackles, boom ends, etc. I made a trip to Friday Harbour, San Juan Island, WA and located the current owner of the "Rainbird". He was kind enough to come down to the marina and show me around the boat. I took two rolls of pictures of the hardware and fittings and what not!

The electric motor was installed and I purchased an arm winch from somewhere. A big one! Trying to get all three sails (jib, gaff and marconi main) working from one winch was a bit of a task. With few innovative sheeves, etc., I made it work. I made the sails and they can be raised by using small scale blocks. The masts are aluminum tubing, and the booms are fir. I purchased a small lathe (Dremel) from England and used that to turn all of the spindles for the steering wheel. Some job that was! But it looks pretty good! Two years later with varnished top sides, white waterline and black bottom she looks great. And guess what, she sails as good as she looks. The boat was displayed in the Peninsula Galleries in Sidney and I was told that Mr. Garden visited the gallery and was very pleased.

Right now "Rainbird" is resting in my living room on a pedestal that is built as a boatyard tide grid.

Ben Rusi  
1350 View Cr. #104  
Tsawwassen, BC V4L 2K3



fir stringers every two inches notched in to the frames and she was ready for planking. I didn't have any planking material and had no idea what to use until....! Browsing in the back room of

happened to live on his island outside Sidney, BC 30 minutes away. What a nice man. He picked up me and a friend, Ken Lockley, with his vintage launch from the marina dock and a short



# Let's Race With The Rules

By Art Gorov

Sometimes it is good to look at the questions and responses so that you will all know that the protest committees have to sort out the facts before they can come up with a decision. And although you are sure of the rules involved, you may find that the ones which you believe apply are not really the ones involved. I will quote the question exactly so that you can see what I mean.

My question involves 2 different rules. First is that a windward yacht shall keep clear of a leeward yacht. No problem, I understand this rule (although) I don't always like it :-). The second is "Sailing a proper course". This rule says one shall sail the fastest course. I have included a drawing to try and explain my question. There are 2 boats sailing on the final leg of course towards the start-finish line. The leeward boat is sailing above a "Direct" line to get to the finish line forcing the windward boat to stay clear. I know that the windward boat must stay clear, but my feeling is that the leeward boat is not sailing a "proper course" by sailing above the line towards the finish. With the wind direction as indicated, the faster course would be directly toward the left hand start-finish buoy. Is the leeward boat in violation of a rule at this point? Or can she push the windward boat above the "proper course"?

A secondary question is, let's say the leeward boat is sailing just to the inside of the left-hand start-finish buoy, thus in my book sailing a proper course. Does she have to make room for the windward boat at the start-finish line buoy?

Now you can see how difficult it is

for protest committees to decide some issues. As usual in most of the questions I receive, there is a great deal of information that you didn't give me so that I would be able to give you a simple answer. I will, however, endeavour to provide you with the answers to the problems you presented.

First of all it is important to ascertain how the overlap was established. Under RRS 17.1 A boat clear astern that becomes overlapped to leeward and within two of her hull lengths of a windward boat shall not sail above her proper course while the boats remain overlapped and less than that distance apart.

Therefore, if the leeward boat established the overlap from clear astern, she would be obligated to maintain her proper course as against the windward boat, although the windward boat continues in her obligation to keep clear of the leeward boat under RRS 12. Remember, it is the proper course of the leeward boat with which we are concerned. However, that only raises more questions than it answers. Proper course is always a subjective matter. It is not necessarily a straight line to the finish line, but rather a course a boat would sail to finish as soon as possible in the absence of other boats .... (See Definitions).

What constitutes a proper course would depend on what the skipper feels is the fastest way to the finish line for his boat under the wind, wave, or current conditions, etc. If the overlap was not established by the leeward boat from clear astern, then the windward boat also would be obligated to keep clear of the

leeward boat under the provisions of RRS 12. Under those conditions, however, the leeward boat is not subject to proper course limitations and can sail whatever course she desires, subject, of course, to other change of course limitations in the rules.

Further, under the facts that you gave me and the diagram that you submitted, it would seem that the finish of the boats is clearly subject to RRS 18.2 (a) - when boats are overlapped before one of them reaches the four-length zone (see RRS E3), if the outside boat has right of way she shall give the inside boat room to pass the mark.

Here the leeward boat clearly has the right of way as against the windward boat. However, as the outside boat the leeward boat is obligated to give room to the windward boat so that the windward boat can pass and clear the finish mark. Remember, if the overlap existed as one boat entered the four boat zone, the obligation to give room continues even if the overlap is later broken.

Keep the questions coming to [aguilatoo@earthlink.net](mailto:aguilatoo@earthlink.net)

## Now hear this . . .

New rule books are available from Registrar Norm Patt. Cost is \$17.50 (includes tax).

Order yours today.

## 2001 Schedule for Canadian Radio Sailing Championships

Class	Host	Location	Dates
I.O.M.	Kingston Model Yacht Club	Kingston	Sept 15-16
I.O.M.	Royal Vancouver Yacht Club	Vancouver	Oct 19-21



# Doug's Fleet

By Doug Diet

*In a recent issue Norm Patt announced the award for the "largest fleet of models" to Doug Diet. On hearing of his award, Doug was moved to reply as follows:*

Dear Norm,

I was surprised to see my name in the CRYA newsletter. As I am sure to get a bit of ribbing from those who are not from our area, I must elaborate on how and why I have so many boats.

First, I must explain a little history. My family, my grandfather Maurice and my father Fred, are from Belgium where, like England, there is a pond on every corner of the countryside and if you did not live in the countryside, you live on the coast of the North Sea.

To make a long story short, when they moved to Canada after WWII, they did not bring anything but the sails off an old sand yacht. My late grandfather was quite the craftsman, and it was not long after they came to Canada that he began building model yachts. It is

estimated that 2 dozen wooden boats were built between 1972 and 1984, from Marbleheads to A class yachts, Schooners and Full Rigged Ships and these were sold or given away. I have another four; a Marblehead, a Ketch, a Bark and a Full Rigged Ship. All RC of course.

As it been stated in the many articles written in the Windsor Star, about my grandfather, "It was a family affair". He would build the boats and my grandmother would sew the sails, cotton back then, not the Mylar we use now. My Dad got in the act, and he has his small fleet, too. So learning the trade and the craft from my grandfather was just a right of passing. I too got in the hobby at a young age going to the pond in Petrolia at the conservation area for a weekend getaway or walking about 200m to Lake St. Clair near their old house was the norm.

When my grandfather passed away from cancer. His remaining boats were handed down to me. The picture attached is my grandfather with his full rigged ship, appropriately named "Legacy". Built in 1972, it is 68" long and

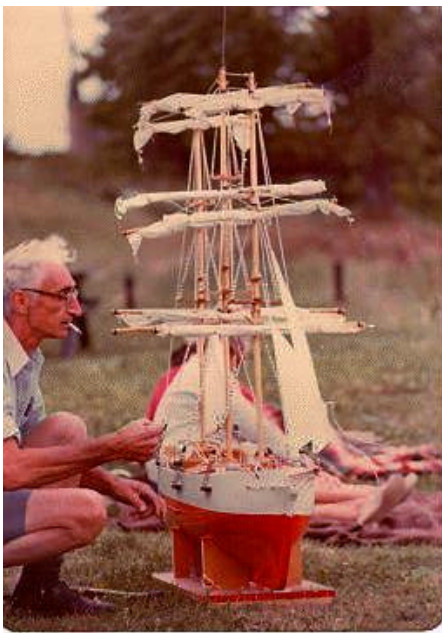
66" high with the antenna.

I got sailing them, built a few of my own but had no one to sail with or race against so I headed to Detroit and Toronto under the burgee of the Windsor Model Yacht Club, membership = 1.

Today, I looked at the membership list in the WMYC boathouse, and I am beaming with pride to see membership = 63 of which 2 are my son and daughter with their Victorias, a fourth generation of model sailors. My grandmother donated a trophy, after my grandfather's passing, named the Maurice Diet Cup, that has been raced for here annually.

So not all the fleet here in this house, at the hobby shop, at my Dad's house, at the University of Windsor, at the Yacht Club or the many places where they are laid up, are my own, but my family's.

Thanks,  
Doug Diet



My Grandfather and his ship "Legacy"



My grandmother presenting the cup to Frank Ring in 1996 from Scott Mohring ( winner 1995) at the Yacht Club



# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION 2001

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ PROV. \_\_\_\_\_ POST CODE \_\_\_\_\_

PHONE (     ) \_\_\_\_\_ E-MAIL \_\_\_\_\_

CRYA # \_\_\_\_\_ RENEWAL \_\_\_\_\_ NEW MEMBER \_\_\_\_\_

CRYA # for 2nd member, same address \_\_\_\_\_

CLUB NAME \_\_\_\_\_ CITY \_\_\_\_\_

ANNUAL DUES \$ \_\_\_\_\_ \$15 ( 2nd. Member – same address \$7.50 \_\_\_\_\_ )

CRYA PINS \$ \_\_\_\_\_ \$5.00 each, 5 for \$20.00

TOTAL \$ \_\_\_\_\_ Make cheque or M/O payable to CRYA .

### LIST NEW OR TRANSFERRED BOATS

Class	Designer	Hull #	Existing Sail #	Previous Owner
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Fee \$5.00 for each new or transferred yacht \$ \_\_\_\_\_

### TELL US ABOUT YOUR “FLEET”

Class	Sail #	Class	Sail #
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

“Honourable Mention” will be awarded to the skippers with the largest fleet, and “Condolences” for the partners of these same folks.

Make cheque or money order payable to CRYA and mail to :  
Dr. Norm Patt, 32 Woodhaven Cres., Whitby, Ontario L1R 1R6 Canada.

**Please include a stamped, self-addressed envelope so that we can reply to you more quickly.**

Signature \_\_\_\_\_ Date \_\_\_\_\_