



Fall 2019 / Winter 2020

CRYA Newsletter

Radio Sailing in Canada

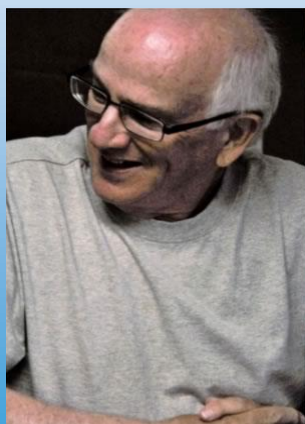


The AGM is May 16th

Reminder membership fees are past due now

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In memory of Barry Fox - CRYA IOM Class Secretary and Western Regional Director



CRYA: Canada's Radio Control Sailing Authority

The CRYA is a designated 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. Currently the annual membership fee is \$10. 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.

This is the last "off-line" PDF copy of the Newsletter. Going forward the quarterly newsletter is being published in real time as a web log on the CRYA website. Content will be published as it is received. There will be a link to download the web page as a PDF for off-line viewing or emailing to friends. Each quarter it will be [archived as a PDF here](#).

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).

**AGM is scheduled for May 16th, 2020.
Notice of meeting will be published in April.**

On the Cover:

- * 2019 Canadian IOM Eastern Regional Championship Regatta In Kingston, ON Sept. 13-15. Some participants without C-rigs in their sail-box had to sit out racing in these conditions. USA 71 - Regatta winner, Gary Boell, shows off the underbelly of his BritPop! as he jumps out of a wave.
- * Tribute to CRYA IOM Class secretary and Western Regional Director, Barry Fox who passed away on February 16th this year.

CRYA Business Calendar

- ♦ **March 1st.** Members with unpaid dues become "not in good standing" and may not vote at meetings.
- ♦ **MAY 1ST** - Members remaining "not in good standing" cease to be members.
- ♦ **AGM.** (after odd numbered years at date determined by Board but no later than 15 months after the previous AGM or May 31, whichever is earlier.
- ♦ **NOVEMBER 1st** (odd numbered years) Call for nominations for the Board posted on website and newsletter. Nominations are made by email to the Secretary and are effective upon the Secretary receiving email consent from the nominee. Nominations close upon the commencement of the AGM.
- ♦ **NOVEMBER 30th** End of fiscal year.
- ♦ **DECEMBER 1st - FEBRUARY 28** Membership dues are due for the then commencing year.
- ♦ **DECEMBER 31st.** In odd years. Recommended date to submit any proposals or special resolutions (Articles or Bylaws changes) for the AGM, as they must be included in the Notice of Meeting that is sent out 21 to 60 days before the AGM. Proposals should include details and special resolutions must include exact text to be voted upon.

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

Office	Name	Location	CRYA Email
President	Bruce Silzer	Toronto, ON	president@crya.ca
Past President	Lawrie Neish	Saltspring Island, BC	pastpresident@crya.ca
Secretary	Gunther Yip	Vancouver, BC	secretary@crya.ca
Treasurer	Bob Lewis	Vancouver, BC	treasurer@crya.ca
Registrar	Art Prufer	Parksville, BC	registrar@crya.ca
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Victoria	vacant	vacant	victsecy@crya.ca
Soling 1M	Jim Goddard	Dartmouth, NS	solingsecy@crya.ca
Mini 12	Robert Beaudoin	Ottawa, ON	mini12secy@crya.ca
RG-65	Wilson Chong	Vancouver, BC	dfgsecy@crya.ca
DF-65	Wilson Chong	Vancouver, BC	df65secy@crya.ca
Weedless	Peter Jankowski	Montreal, QC	wdlsecy@crya.ca
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British Columbia	Lawrie Neish	Saltspring Island, BC	westmeasr@crya.ca
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Ontario	Paul Switzer	Kingston, ON	ontkingmeasr@crya.ca
Ontario	Marko Majic	Mississauga, ON	onttormeasr@crya.ca
Alberta	Hans Konig	Calgary, AB	prairiemeasr@crya.ca
British Columbia	Nigel Ashman	Vancouver	vanmeasr@crya.ca
CRYA Class Measurers			
IOM - Vancouver Island	Stan Schofield	Nanaimo, BC	iomvanislemeasurer@crya.ca
Weedless - Quebec	Kevin Goom	Montreal, QC	weedlessclassmeasurerqc@crya.ca

Officers with Reports:

President - [Page 4](#)
 Treasurer - [Page 4](#)
 Secretary - [Page 6](#)
 Communications Director - [Page 10](#)
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 Maritime Director - [Page 13](#)
 Technical Director - [Page 25](#)

NORS:

DF95 NCR [Page 22](#)
 IOM Western Regional [Page 25](#)

President's Report

By Bruce Silzer - CRYA President

Ahoy one and all.

Hold off the cabin fever for a little while longer. The icy grip of our rather atypical winter is slowly loosening. Soon those of us not blessed with balmy breezes will venture onto the water to test new boats and check out the old. The sailing season is only a few weeks away.

As we hit the water each of us should introduce a friend or stranger to the sport of model sailing. Notify your local community news reporter of regular on the water activities. Call a television community contact and invite them to come and see the races. Why do this, you might ask?

The CRYA is pushing to increase our ranks. Public exposure is a way to bring people to the sport even if it is only as observers. The trick is to always put a radio into their hands. This experience may plant a seed and often triggers the *"That's cool. Where do I get one of these?"* reaction.

This year our Membership fee is set very low in an effort to invite new sailors and to encourage salty dogs to stick with us. We have cost free boat transactions to get new boats on the water. There is a real need to build our numbers.

The CRYA Membership is aging. To continue we need new participants and it is the current sailors who have to bring them onto the docks. There are other factors at play also. Several classes are no longer in production. Fortunately there are a large number of boats still out there which should be raced to keep the classes alive and active. Boats have an incredible life span to the point they can become legacies. The old classics are coming out of the garage which demonstrates just how long a class can survive. Boats on the water mean bodies on the dock.

When your club sets their schedule try to create at least one special event to bring in the outside world. Do not abandon the orphan classes. Invite new people to try the sport. This is the best way to keep the CRYA healthy and alive.

Fair winds to you all.
Bruce Silzer

Treasurers Report

By Bob Lewis - CRYA Treasurer

Members of the CRYA,

I want to update you all on a couple of matters.

Membership fees have been changed to \$10 per year as of September 1, 2019. This amount was set based on the Board's budget estimate that gave us a break-even projection if no new initiatives were implemented. There have been some complaints in the past about the executive piling up surpluses year after year, so this addresses that concern for the time being.

2020 dues become payable on December 1, 2019 and members remain in good standing until the end of February giving you three months to get your dues in.

Any new member joining after September 1, 2019 is granted membership to the end of the 2020 membership year so as not to discourage joining late in the current year.

- 1) Membership revenue has stayed healthy. There was a surprising uptick in interest in personal sail numbers that are \$5 per year. The large interest income amount is due to the maturity of 3 year GIC's in the year and a prior policy of not accruing interest.
- 2) AGM costs were eliminated by conducting the meeting through Yahoo Groups and avoiding high mailing costs.
- 3) PayPal fees is a new line that had prior years restated to show the cost of this service. PayPal is a huge help to the treasurer for its great record keeping and ease of cash management.

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- 4) The Sail Canada fee is a new ongoing item now that we have our affiliation confirmed.
- 5) The drop in website costs previously done by consultants is mainly due to volunteer work of board members - mostly I think Art but I think John and Barry also were involved.

Annual budget.

Budget amounts are based on past averages and trends, a membership estimate of 230, 50 personal sail numbers. The boat registration fee has been cancelled. Insurance amount is the actual billed amount from January. Sail Canada is a new fee for affiliation.

Respectfully Submitted,
Bob Lewis
CRYA Treasurer

OP ED - Do Not Forsake the Orphan Boats

By Bruce Silzer - CRYA President

*What still sails but has no maker?
The good old boat, so don't forsake'r.*

Vintage boats have been making a comeback on some racing circuits. They are very graceful and handle racing even in their extreme old age. Boats that I have never heard of, until recently, can be seen on the pond cruising in all their glory. Some of the designs have long ago ceased to be available as kits or in some cases plans; yet there they are on the water.

Of late two classes are in peril of being abandoned because they are no longer being manufactured; the Soling and the Victoria. One boat seems to have disappeared from the water but must still be out there as they are seen occasionally; the Micro Magic.

There are, to my knowledge, no major events in Canada for the Micro Magic and they had been out of production for a time. Surprisingly they are back in production as a new

improved flavour. This was the boat that introduced me to the sport. I was by a yacht club where a fleet was racing just off shore. Someone put a radio in my hands and I was hooked. I was floored to find out how much the particular boat I was sailing actually cost and decided I needed to find another type of vessel, but that boat always fascinated me. I now have three and I sail them with my grand children. In an effort to flush a few more out of the boxes my club will be holding a full day regatta for Micro Magics this year. This is a boat that was, for a time, an orphaned design. Now it has returned looking for a place to sail and perhaps it will make a resurgence. A resurgence, however, will only happen if there are fleet races for the class.

What of the Victoria and the Soling? Will a new manufacturer begin production again? At this point no one knows. With no source of new boats why bother supporting the class as it will die, is the scuttlebutt. How sad it is to see these boats being sold off as obsolete. As long as they are around and functional these classes should be supported until a fleet can no longer be assembled. Both of these classes have great value to new participants. The Soling is a fabulous boat to learn the basics of sailing and racing. The Victoria is a bump up in speed and complexity. If you think of them as training tools then no matter how old they are they serve a purpose. From an owner's perspective each of them provides a unique enjoyment. For me it is the Soling's turning characteristics that mesmerizes while the Victoria lets you see how marks should be taken. Above all both boats are not stress inducers.

The last thing you want in a boat, for someone starting into the sport, is one that is hard to handle or

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understand. Older boats are gold in this circumstance. So many times I have seen people purchase a fast or super big boat that work well in experienced hands only to become so frustrated that they jettison both their boat and the sport. I have yet to see someone leave the sport after experiencing a Soling or a Victoria. (I can say that the Micro Magic seems to have captured my grand children even though they are not to the point of wondering how to make it go faster.)

Here is the point. Even though a class may be orphaned it does have a place in the sport. Keep them alive. Provide a continued venue for them. They can be with us for many years to come.

Secretary Report

By Gunther Yip - CRYA Secretary

Call for Nominations - CRYA Executive 2019-2021

Dear CRYA Member,

I am writing you on behalf of the Board as we approach year end and the next AGM that will vote in a new executive. We've got quite a few members of the current executive agreeing to continue as of now, but it would be great to have others offer to contest these positions or give the incumbent a break. Listed below are the vacant or partly vacant positions. Could you please consider whether you might be able to volunteer to be nominated for one of these positions or if you know of someone in your club that might be encouraged as sometimes that is what gets it done. If you're in the East, you can tell them that they need to balance off the current Western domination of the board.

Only current CRYA members are eligible to participate in the AGM discussion forums and to vote on the motions. If members have any new business/motions that they would like to present at the AGM, please forward them to me before April 1, 2020. Otherwise any items received after this date will not be considered for the 2020 AGM.

Needed candidates:

Ontario Regional Director - Paul Switzer will continue but feels some new blood would be a good thing.

Quebec Regional Director - Ed Cowel would prefer to not continue but will stay if he has to.

Already standing: but positions contestable are:

President: Bruce Silzer- ON

Secretary: Gunther Yip - BC

Treasurer: Bob Lewis- BC

Technical: John Ball- BC

Registrar: Art Prufer- BC

Communications/Web: Art Prufer - BC

Western Director: Peter Grimm - BC

Prairie Director: Mark Verrey - AB

Maritimes Director: Don McDermaid - NS

Descriptions of the position duties are found in bylaws at <https://crya.ca/crya-constitution/>

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Nominations for officer may be made by emailing the nomination to the Secretary before the commencement of the AGM and are effective upon receipt by the Secretary of an email from the nominee agreeing to stand for office.

Call for Class Secretaries

Class secretaries are not board members but are appointed by the Board.

Needed Class Secretary Volunteers:

US1 Metre Class Secretary - **Vacant** ... is this class dead?

Victoria Class Secretary - **Vacant**

DF65 Class Secretary - Wilson Chong would prefer to not continue but will stay if he has to.

RG65 Class Secretary - Wilson Chong would prefer to not continue but will stay if he has to. Wilson does not have a pure RG65 so it would be good to have a non-DragonForce rep. for this class.

Class secretary incumbents willing to continue:

IOM Sec - Art Prufer – BC

EC 12 - Jim Goddard – NS

Int'l Classes Lawrie Neish – BC

Soling - Jim Goddard – NS

Mini 12 - Robert Beaudoin – QC

DF95 - Michael Steele – ON

The key functions of the class secretaries are:

- Encourage national and regional championships across the country and work with the local regional director to avoid regatta conflicts.
- Represent Canada with any international class associations for their class.
- Work with the CRYA registrar to implement class ballots where needed.
- Work to get class events announced in the newsletter, the website and on social media and after the event have reports and results sent to the newsletter editor and possibly social media.

If you are willing to volunteer as a class secretary or offer to replace one of the incumbents, please send your offer to the Secretary. (If there are two who would like the same position, we will run a ballot amongst class members.)

HOT
Wilson Chong
Call / Text: 604.828.8043
e-mail: wilson@hotrcsails.com
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In Memory of Barry Fox - CRYA IOM Class Secretary

By John Ball - CRYA Technical Director

It is with a heavy heart that I am notifying our CRYA members of the recent passing of Mr. Barry Fox on Sunday morning February 16th after a year long battle with Pancreatic Cancer. His three children were with him, and his passing was peaceful.

When first diagnosed, Barry was given three months, but responded well to treatment that gave us an additional year with him. He was working right to the end on CRYA and IOM activities as Western Region Director and as IOM Class Secretary.

Barry's influence and contribution extended far outside the borders of Canada. Barry was a long-time member of the IOM ICA Executive, serving as its Secretary for many years and his administrative support to radio sailing, diligent attention to detail, selflessness, and humor will be genuinely missed by all that knew him.

Barry was a friend to many in the sailing community, helping newcomers with boat building, rigging and radio equipment, but also helping the whole IOM community in his unselfishness and willingness to help run events, at the expense of his own participation.

A measure of his contribution is the outpouring of comments from around the world. Here are some personal comments from sailors that Barry influenced.

From IOMICA Executive:

Fred Rocha USA Rest In Peace dear friend.

Gary Boell USA I traded emails with Barry on Thursday morning of last week when driving down to the San Diego IOM Mid-Winters -- and had a very heartfelt exchange. I feel privileged to have called him my friend, as he was a tireless mentor to me in the role that I inherited from him within IOMICA. He always had "time" for me, and had a rather dry wit that I'll miss dearly. His selflessness, passion, and common sense solutions will be hard to replace in the North American radio sailing community. I am genuinely saddened by his passing, however feel blessed to have shared the travels, events, and laughs that we did. He was simply a "great guy".

Olivier Cohen France I could work with him at IOMICA, and couldn't say better. RIP and fair winds Barry.

From USA:

Chuck LeMahieu - Barry was one of the truly great people in radio sailing. Traveled across North America and the world to help organize run and sail in regattas, was a keen mind in helping decipher the rules, and was just a great friend.

Brig North - Barry was the most calm person I have been around. When I went to my first IOM regatta we had several insane guys racing IOMs and several other yellers. It was damn near a brawl, but Barry kept the fists from flying, if not the words!! Those guys all quit sailing IOMs shortly thereafter, and it got a lot more fun!! But, Barry also moved to Canada from Houston, so I didn't get to have the face to face as much as I'd have liked. He was also a very gracious host when our group traveled to Canada

From British Columbia:

Art Prufer I am deeply saddened by this news. Barry Fox was a wealth of knowledge. My sincerest condolences to his family.

Tom Murphy. It is with great sadness that I share with the rc sailing community that we have lost Barry Fox today. One of the most selfless people I have ever met..Fair winds # 46

Nigel Sixmeter I will remember him as the Yoda of IOM sailing. Always willing to listen, sometimes harsh with his comments but always truthful. He did so much of the boring background work that makes it easier for us all to go have fun. We all owe him a great debt of thanks.

Mike Claxton Very sad news - we have lost a fellow with a wealth of knowledge and always willing to take the time to help others enjoy the hobby - we will miss him.

Peter Stevens A huge loss to everyone who knew him, from racing cars to racing IOM's, Barry was a mentor, innovator, and the just the nicest, most generous person you will ever meet.

Julian Laffin I'm very sorry to hear this news. I have many fond memories of sailing with Barry in the past

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and the great regattas he ran.

David Cook Barry was my mentor in common sense with his 'Make it reliable and keep it simple' philosophy in design. Barry was the first person I called when I decided to design and build a robotic arm to feed myself. Barry taught me to embrace change. Shortly after we first met in 08 he razed me on the 5/16" bolt I used to fasten the keel on my Cook 66, the first boat I ever designed. For years Barry picked up delivered my IOMs to/from Beaver Lake. He was instrumental in allowing me to continue my passion for sailing. Good bye my friend! Thanks for everything. I'm glad we had that great chat last week. Your kindness lives on in many.

Rosemary Harbrecht & Martin Herbert had a lovely visit with Barry last Sunday after VIM. He was in good spirits and was telling us lots of stories about his life. We had to stop him so he would eat his dinner! He loved the IOM world and was always willing to spread his enthusiasm. Will miss him greatly.

Bob Gilligan So sorry to hear about Barry. He was the ultimate IOM supporter and he will be missed by everyone in the sailing community.

Neil Stevens I am very sad to hear this my memories of Barry were all amazing super helpful and made me feel welcome I will miss him greatly!

Colin Aldridge He was as nice a person as you'll ever meet. A great guy. He and I talked motor racing at some length during the 2017 Nationals in High River. RIP.

Peter Grimm. Smooth sailing Barry Fox! I had just spent a pile of time with Barry over email and FaceTime phone calls sorting out details for the Regionals. Barry Fox, you were one hell of a guy!!

Mike Claxton Very sad news - we have lost a fellow with a wealth of knowledge and always willing to take the time to help others enjoy the hobby - we will miss him.

John Kelsey - Barry was a true Gentleman, always there for any & everyone. Smooth seas my friend. Your legacy lives on.

John Thomas I purchased my used Ska from Barry Fox . He was immensely helpful in teaching me about controls, radios, batteries and he assisted Adrian Harrison and me for an entire afternoon to help me assemble an A and B rig from used sails , masts and new booms and hardware. I will proudly sail #10 in his Memory at Beaver Fever. Enjoy your reunion with ones lost before you. A great one gone.

John Ball Barry was my friend and we enjoyed sailing together. When I moved to BC and returned to RC sailing around 2008, Barry was the first person I contacted. We consulted on many matters relating to the RRS, the IOM class rules, and the International scene in general. On Monday morning, I received an email on a technical issue from Europe, and my first reaction was to forward it to Barry for his views – but suddenly I realised I could not – he was gone. It hit me very hard.

Alberta:

Andrew Baak Very sad, he was one who helped us grow the RC sport in Alberta!! I remember getting picked up by him at the ferry so I could go to Saltspring so I could see what IOM sailing was all about. He was truly a legend and will be missed!!

New Zealand:

Roy Granich - Barry was such an inspiration with his dedication to the administration and particularly the fairness of our sport. His help to me personally with beta testing of my SHRS software was immeasurable.



In Memoriam: Barry Fox

By Bob Wells - IOM USA Class Secretary

He was a friend of the IOM community on all levels, so with a heavy heart I note the passing of Barry Fox on Sunday morning, February 16, 2020. His three children were with him, and his passing was peaceful.

Barry was raised in the Canadian Prairies and car racing was an early and long passion. I think his radio sailing passion began with IOMs in Texas, while he continued his corporate life in the oil industry. I met him in 2010 at Seattle MYC's 1st promotional IOM regatta, and Barry was now recently retired in Victoria, BC. A few months later we meet again when six of traveled to Saltspring Island and Barry served as scorekeeper and IOM goodwill ambassador. This began many trips across our Pacific NW borders to share IOM sailing and friendship. Barry facilitated the IOM class in the Pacific Northwest by doing what needed to be done to get regattas on the schedule and then supporting them with whatever was needed. If he wasn't the local organizer, he was the organizer's friend in measurements, scorekeeping, and PRO if needed. Barry's IOM support in the USA included assisting at the 2015 Foster City IOM Worlds. He travelled back to Texas in 2018 to serve as scorekeeper at the 2018 IOM USA Nationals on Lake Ray Hubbard, and he was a fixture as PRO/scorekeeper at our Hood River Carnage regattas.

Barry was a Canuck that was very active in his local radio sailing club, Victoria Model Shipbuilding Society, and the Canadian Radio Yachting Association (CRYA). He was the CRYA IOM Class Secretary at his passing. His influence extended internationally, when he was a member of the IOM ICA Executive Team, actively serving as Secretary for years. He especially gave freely of his time assisting newcomers to IOMs on the personal level. He's a charter member of David Cook's "Shop Slaves", and I can think of no higher a complement *(Right - photo of David and Barry).*



In all his endeavors, I found him a positive and calming influence full of insights that were occasionally pithy. I remember our awkward phone discussions when he had just received his pancreatic cancer diagnosis, and we didn't know if it would be our last conversation. Over a year later the treatments were beating back the cancer cells, and I looked forward to our phone conversations that now included IOM regatta scheduling. I don't know what the complication was that took him quickly in the end.

Most of all, he was a great friend who left us too soon.

Website and Newsletter Report

By Art Prufer - Communications Director

Website:

I have updated the CRYA website and brought it into the 21st century with a new look and theme. The main benefits are the expanding menus are now pinned to the top of all pages and the site is mobile friendly.

Newsletter:

As some of you have noticed, the Newsletter has only been published bi-annually for the past year. I made a plea for a newsletter editor in the last Spring/Summer 2019 issue with no results. With the board's approval, I have decided to migrate the CRYA Quarterly Newsletter to an online blog on the CRYA website. This will greatly reduce the workload for me to create, format and publish a quarterly publication under a deadline. Content received will be published in a timely manner as it is submitted. Each quarter it will be [archived as a PDF here](#). There will be a "download as a PDF" button which will allow for offline reading and

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sending to other members via email. Keep an eye out for the link to the [Newsletter blog](#), which will replace the "Click Image above for latest newsletter" in the top right of the page.

So, please submit your articles, regatta results and reports and other items of interest, and they will be published shortly after receipt.

New Member Bulletin Board Forum:

I have installed MyBB forum software on our webserver for use by CRYA members in good standing [here](#). Members are required to provide their CRYA membership number, email address and postal code on the registration page here: <https://crya.ca/mybb/member.php?action=register>

This forum is moderated by CRYA board members and will be used for AGM voting this year. It has categories for each region and class recognized by the CRYA, as well as a Classified section.

Registrar's Report

By Art Prufer - CRYA Registrar

Membership:

It's that time of year again, 2020 membership renewal deadline is March 1st. Members who have not renewed before then are marked as Inactive in the registrar database. As seen on the Treasurer's report, the membership fees for 2020 have been reduced to \$10, and are being subsidized by the interest paid by the savings account in the bank.

Membership by the numbers as of Feb 28th.

Year	New members	Active members	Inactive Members
2016		163	43
2017	24	175	27
2018	69	244	48
2019	56	257	
2020	23	166	124

Notes:

- * Inactive members are lapsed memberships (members who did not renew in that year)
- * Inactive member stats for 2020 cannot be calculated until the 2020 year end
- * Many of the 124 inactive members will renew before Sept. 1st, 2020

Boat Registrations Jan. 1st - Dec 31st 2019:

* DF65	62
* DF95	17
* IOM	26
* Laser	1
* MarbleHd	1
* Mini12	2
* Soling1M	16
* Victoria	3
* Weedless	19

As you can see there is a new Class called Weedless. See the article written by the Class Secretary, Peter Jankowski, elsewhere in this newsletter.

2019 Prairie Regional Regatta Report

By Andrew Baak

The 2019 Prairie Regional started off on August 23, 2019 with 13 Boats meeting at Emerson Lake in High River, 1hr south of Calgary. 13 Boats registered with 3 from the United States including Gifford Hawn who made the trip for the second time all the way from New Mexico, Gary Boell from PT Richmond California and Jerry "I have sailed over 800 races this year" Brower from Lake Stevens Washington. Measuring started promptly at 1pm with Alberta measure Hans K doing a very thorough job with some tough weather conditions, fortunately boat weighing was able to move into the Derwyn's mobile command centre out of the windy conditions which was causing some challenges. All the sailors were chomping at the bit to get out and do some sailing since the North wind was blowing mid B rig conditions. The course was set up early so once A boat was measured, sails were rigged and boats started sailing. Once there was a few boats we started some practice racing which continued till around 5pm in some very nice breeze. After measuring and sailing on the Friday, sailors met at the Heritage inn Lounge for a few beverages and some dinner, this was a great time to catch up with everyone.

Saturday morning started off with a skippers meeting and then promptly getting out to race. With only 13 boats single heat racing took place in lighter wind conditions. There were quite a few lead changes all depending on the shifts or wind pressure which made it very challenging. One other factor that did cause some issues was the presence of weed which has progressively gotten worse over the past few years. Racing wrapped up around 5 pm with everyone helping to put away the rescue boat, portable docks, and miscellaneous equipment. Once this was all done, it was off to dinner at the High River Golf course for a really nice dinner at a great location, however when we first arrived we were greeted by a local crooner who had his speakers to loud so we moved to the patio which worked out to be perfect.

Sunday started off with some unsettled weather with it looking like it might rain. Winds started filling in and the racing promptly started as scheduled. Unfortunately the rain did arrive but only lasted for a few races with 3 races being sailed in almost B rig conditions as a storm front moved through. The day consisted of close racing between all 13 boats with many lead changes, the high light being that local sailor Colin Aldridge scored a bullet in the 13th race with his homemade BG designed Alternative. The only other Alberta sailor to score a firsts was Murray Cummings with 2 firsts sailing his Cockatoo 2. Sailing wrapped up at 3 pm with a total of 17 races being sailed in what could be described as some challenging conditions but everyone had a smile on their faces as they put their boats away.

Racing was close all weekend but once the scores were calculated it was hard to compete with 9 firsts that Gary had accumulated finishing 1st, and Jerry also sailing some very consistent races finishing 2nd, the battle between 3rd and 4th came down to a one point separation with Martin Herbert finishing in 3rd.

CMSA Prairie Regional Championship, High River, Alberta. 23-25 August 2019

Place	Skipper	Sail	City/club	Hull	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Score	Discard	After Discard
1	Gary Boell	71	RICHMOND	britPop	8	1	1	2	5	8	3	1	3	1	1	1	7	1	1	1	14	59.0	30	29.0
2	Jerry Brower	42	SEATTLE	Kantun 2	3	3	2	1	1	1	5	5	1	2	3	9	3	2	2	7	6	56.0	22	34.0
3	Martin Herbert	38	SALTSPRING ISLAND	Dart 4	1	4	5	11	6	2	2	6	4	3	5	10	2	3	3	2	4	73.0	27	46.0
4	Andrew Baak	88	CALGARY	Maxim	2	2	3	3	2	5	4	10	2	8	7	2	9	4	5	4	2	74.0	27	47.0
5	Murray Cummings	65	CALGARY	Cockatoo	7	5	4	5	3	4	1	3	6	10	6	3	5	8	9	3	1	83.0	27	56.0
6	Robert Seline	138	NANAIMO	Dart 3	6	8	8	4	7	9	9	4	11	6	2	7	11	6	10	5	7	120.0	32	88.0
7	Colin Aldridge	02	CALGARY	Alternative	5	9	6	7	11	7	10	9	5	7	4	6	1	9	11	10	5	122.0	32	90.0
8	Mark Verrey	83	CALGARY	britPop	10	7	11	14	10	3	7	7	8	11	8	5	6	5	6	11	3	132.0	36	96.0
9	Adam Batchelor	12	CALGARY	britPop	12	12	7	8	9	10	13	2	7	4	9	8	4	10	4	6	14	139.0	39	100.0
10	Gord Stout	80	CALGARY	TS2	11	6	9	6	4	6	8	14	12	5	11	4	10	14	14	14	14	162.0	42	120.0
11	Gifford Hawn	74	NEW MEXICO	Kantun SMX	4	10	12	10	8	11	6	8	9	12	10	13	13	11	8	8	14	167.0	40	127.0
12	Tony Irwin	10	CALGARY	Kantun	9	11	10	9	13	12	11	11	10	9	13	12	8	7	7	9	8	169.0	38	131.0
13	Hans Konig	276	CALGARY	Kite	13	13	13	12	12	14	12	12	13	13	12	11	12	12	14	14	14	216.0	42	174.0

Hosted by Calgary Model Sailing Association.

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After an event like this is held there is a lot of people to thank, especially to those who took their weekend to run the races so big thank you to Luke Harwood and Derwyn Hughes who ran the races flawlessly, and Hans Konig who did a fantastic job measuring all the boats. The next thank you goes to all the competitors who traveled long distances to come to this event as well the local sailors who participated, without the sailors events like this could not happen, I encourage our local sailors to now venture out and experience similar events in other locations. Another big thank you goes to the Town of High River for allowing us to use this great location. Lastly I would like to thank the CRYA for allowing the Calgary Club the privilege of running this event, with events like this we all hope to grow this sport.

Hope to see you all soon,

Andrew Baak

Maritime Fall/Winter Report 2019

By Don McDermaid- Maritime Regional Director

February 29th, 2020

As we have 2 Clubs operating in the Maritimes I am providing a report for each:

FMSA

The Fredericton Model Sailing Association, consisting of a fleet of 6 Dragon Force 65 boats, had a very successful 2019 racing season. We adjusted the configuration of our fixed buoy permanent race course with the start line in the middle with the windward and leeward turning marks on either end of the course. This allowed for up wind starts on almost all of the racing days. While the racing was very close Mike Burley emerged as the Club Champion for the third year in a row.

The 2020 season sailing season for FMSA will begin some time in May when the ice clears from the Mactaquac Provincial Park's power boat marina. Our weekly racing starts at 1:30 PM every Thursday, weather permitting.

For more information or to join the FMSA please contact Brian Mills at 506-457-1580 or by email

bnmills@nb.sympatico.ca

HAMYC

The Halifax Area Model Yacht Club has a fleet of approx. 20 Solings and 6 EC 12s. The sailing takes place mainly at Sullivan's Pond with a few trips to Cranberry Pond. A few other sites were tried out as we



(Continued on page 14)

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experienced low water conditions at Sullivan's Pond again. We are scheduled to race Solings Thursday evenings and Sunday afternoons.

HAMYC held various Soling and EC 12 Regattas over the season including their Soling Club Championship with first place going to Jim Goddard, second place to Gary Bugden and 3rd place to Vern Gibson. The EC 12 Club Championship was won by Gary Bugden, second to Vern Gibson and third to Roy Keefe. The season ending Soling Frost Bite Regatta was held November 3rd with Brian McDonah taking first place, Gary Bugden in second and Bob White finishing third.

As Montreal were unable to hold the Soling Canadian Nationals, HAMYC stepped in and hosted this year. This was held September 28/29. The event was won by Boots Boutilier, 2nd place went to Gary Bugden and 3rd to Janice Anderson.

HAMYC also hosted the Canadian EC 12 Championships on September 27th. The event was won by Jim Goddard, 2nd to Boots Boutilier and 3rd to John McKinney.

HAMYC had several sailors travel to Ontario, Bethel Ct., and Stowe Vermont to sail Solings, EC 12s and IOMs. Our snowbirds have already made their annual trip south, mostly to Florida where they will be sailing with other clubs. It was a busy year. Please refer to www.hamyc.ca for club information.

Ontario Region Report

Paul Switzer - Ontario Regional Director

Autumn has definitely arrived in Southern Ontario in October with many nighttime temperatures in the single digits and some snow in the north. Model boat fleets are wrapping up their seasons with club championship regattas. Quinte Model Yacht Club held its Founder's Cup Regatta October 8 won by Blake Moran, a new sailor in their Mini 12 fleet, and their season ended October 15 in preparation for the big boat haul out at Bay of Quinte Yacht Club on October 19.

It has been a busy season despite some spring high water delays in the Great Lakes Basin. Activity is partially indicated by the number of new registrations and transfers from January until the end of October. The Dragon boats have led the charge with 17 - DF 65s and 14 - DF 95s followed by 3 - IOMs, 3 - Victorias, and 1 each of Soling, Footy, Mini 12, Northern 12 and Marblehead. I have also been in contact with two individuals who have 3D printed IOM hulls one of which is sailing. I am very excited to see the finished boats and understand further what is involved in the process.

Ontario also hosted two sanctioned Regional events one for IOMs at Kingston Yacht Club September 14/15 and one for DF 95s hosted by Metro Marine Modellers at their Lakefront Promenade Park site in Port Credit. Details and results are reported elsewhere in this newsletter.

Sadly, Canadian model yachting lost a prominent contributor to the hobby with the passing of Frank Scott in April. Frank designed and built many model yachts and full sized boats including [the Mini 12](#) which is popular in Ontario, Quebec and with snowbirds wintering in Florida. The Mini 12 was the genesis of the very similar US 12 in the USA and the two classes have aligned themselves and race as one in Florida. The Mini 12 also became an excellent replacement for the Soling 1M in sites which have developed weed issues in recent years. The Mini 12 B rig is basically the Soling rig with some additional flexibility in sailcloth rules. A eulogy to Frank written by his son is published below.

Feel free to contact me through the [CRYA website](#) if you have questions or suggestions about RC sailing in Ontario. Good luck with your winter boat projects.

OBIT

FRANK W. SCOTT - 1937 - 2019

FROM EAST COWES, ISLE OF WIGHT, ENGLAND.

Married Josephine Mathews in 1961, together they had three children Nicholas, Ian and Lee.

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Frank was a Master Boat Builder, Modeler and Model Train Enthusiast.

He began working at S.E Saunders in Cowe's Isle of Wight straight from school at 16yrs of age working with people like Uffa Fox (famous boat designer and builder(1897-1972)) then worked a while at BHC (British Hovercraft corp) until mid 60's when he joined Clare Lallows yacht and motor launch builders where he helped build in 1969-1970 the then British Prime Minister "Sir Edward Heath" (avid sailor and racer) yacht "Morning Cloud." Then in Sept 1974, he and family moved to Sydney, Cape Breton Island, Canada. Then made a short stint teaching boat building in St Andrews N.B. before settling in Newington, Ontario in 1981.

He still found the time to design and build model vane steering and R/C yachts as well as other style boats and display models for numerous people far and wide along with his passion of British and North American model trains.

One model yacht he designed in 1969 and built in the backyard shed of his home in England was of the Marblehead class (vane steering) out of wood finished in 1970 and raced at Ryde Model yacht Club (est. in 1874) still runs to this day)) on the Island with his son Nicholas every Sunday year round and won numerous races, she was called "FIREBRAND IV". With the move to Canada, the boat was carefully packed and shipped where it was restored in 2018 and is now proudly owned by his son Nicholas along with a scratch-built fishing trawler and a Tyne Class RNLI Lifeboat.

His son Nicholas went to England in August 2016 where he visited Clare Lallows Boat Yard and spoke to them about his father and the "Morning Cloud" yacht and since it was "Cowes Week" (very large well known yachting Regatta) he was told that moored up at the next marina was said yacht "Morning Cloud" that had just finished extensive restoration by its new owner and was renamed "The Opposition" His son Nicholas managed to take pictures and tour her much to the delight of his father that it was still around after 40+ years.

He is missed by his family and many friends far and wide. With the recent passing of his wife Josephine in October 2019 they will be together again sailing off the shores of the ISLE OF WIGHT.



2019 IOM Eastern Championship Regatta Report

By Paul Switzer - Regatta Chair

The 2019 IOM Canadian Eastern Region Championships was hosted on the September 14- 15 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. Thirteen boats, six from Canada, six from the United States and one from the Bahamas, participated. Nine different designs were represented. American competitors traveled from California, Washington State and Georgia well as the New England States with Canadians from Toronto, Bedford Nova Scotia, and Kingston.

Friday afternoon practice was a portent of things to come with a good, strong SW upper #2 rig wind and big waves. Three BritPOPs spent the greater part of the afternoon slogging upwind and surfing the waves downwind.

Saturday morning donned with steady 25 knots of SW wind gusting to over 30 knots and a building sea. With a fetch of about 3 miles the waves continued to build during the day. Seven boats raced using #3 rigs and the remainder sat it out either because they had not brought #3 rigs or, like myself, were just too intimidated by the conditions. At my skill level I would have been a danger to those who knew what they were doing. There were remarkably few breakdowns in such extreme conditions illustrating just how capable well prepared modern IOMs can be. Twenty two races were completed in those conditions.



Sunday's weather was more reasonable starting with SW and gradually backing to NW requiring some course changes. A mix of #2 and #1 rig conditions with clouds and a little sprinkle of rain around lunchtime.

Race Officer Peter Van Rossem and his team ensured a good starting line, fair starts and a consistent

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course despite the conditions. The course was windward/leeward with a windward offset and downwind gate, twice around. 38 races were conducted 22 on Saturday and 16 on Sunday with 5 drops overall.

Gary Boell, BritPOP, finished first and Steve Landeau with his Sedici second. Stan Wallace with another BritPOP was third and Jerry Brower fourth with a Kantun 2. Only 30 points separated the top 3 boats. Compliments go to all for fair sailing and great competition and sportsmanship. Full results are published at www.kingstonyachtclub.com/sailing/regattas.

Many thanks to Race Officer Peter Van Rossem, scorers Mary Wilson and John Lowther, support boat and mark setters Tim and Henry 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. This is a great venue for IOM



Gary Boell - 1st place

sailing with a beautiful yacht club facility, and often a strong thermal producing SW wind and BIG waves so bring all 3 rigs and lots of spare parts.



Steve Landeau - 2nd place



Stan Wallace - 3rd place

Yet Another Class!

By Peter Jankowski - Weedless Class Secretary



Above: Weedless 1 Meter Regatta at Beaver Lake, Montreal

Yet Another Class!

Do we really need to add to the 13 Classes already recognised by the CRYA? For those of us having access to “user friendly” sailing venues the answer is probably “no”. However, not all of us are so lucky. Here in the Montreal area, we have several possible sailing sites, each with its own pros and cons. The choice of sailboat is important in helping to make these sites as attractive as possible to all current and future sailors. Particular characteristics that we seek include:

- Easy to launch, retrieve and transport.
- Able to operate in weedy waters.
- Able to cope with a wide range of water and wind conditions.
- Sailing characteristics friendly to seasoned skippers and novices alike.

These requirements were the genesis of the [Weedless 1 Meter](#) back in 2015. Since that time [the Class rules](#) have been formulated and refined, and around 30 compliant boats have been built. With over 20 registered owners, and comments on the rules from the CRYA and others incorporated, the **Weedless 1 Meter** became a recognised Class in January 2020.

The characteristics wish list led to an overall set of basic design parameters:

- Able to fit in a 240mm wide x 280mm deep x 1000mm long box.
- Have a 45° or greater sloped keel to permit sailing in weedy conditions.
- Have a minimum weight of 3.4kg.
- Have main and jib sails with combined maximum area of 3550 sq. cm.

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For the various Classes of sailboats, there is a wide range regarding how restrictive the rules are. At one end of the spectrum there is something like the DF65 which is a fixed design, and only available from a single supplier. On the other hand, there are Classes, such as the US One Meter, which permit considerable design flexibility, and this approach was used to formulate the Weedless 1M rules. The objective was to encourage design innovation whilst still allowing competitive boats to be made by those with modest means, equipment and experience. Hopefully the Class rules will appeal to a wide range of model sailboat enthusiasts.

It is interesting to see how many different hull designs have appeared to date, including the following:

- International Dragon based
- Adaptation of IOM hulls
- Northern 12 based on Canada 1, 1983 era
- Custom designed (S40)
- Various other customized designs
- J class Ranger based

Multiple hull construction techniques have been used including traditional plank-on-frame, fiberglass shell and



3D printed. Many have taken advantage of laser cut frames for the S40 design (electronic file available on request).

(below - Northern 12 Molded Fiberglass)
(above - S40 - Plank on laser-cut frames)

For those preferring something requiring less construction work, three compliant models are available from <https://h2orcdesign.ca/> These can be purchased as bare hulls only or more complete kits. Most sail rigs have been of the conventional Bermuda (Marconi) type with a moderate aspect ratio. Only 1 swing rig has been built, but the jury is still out on whether it has any advantages. Panelled sails have been tried, but are not permitted in the final rules, and do not seem to offer much, if any, advantage. Most masts and booms are from carbon fiber tube, with one rig made from Mini12 wooden spars.

Although specifically designed around the needs of members of Marine Modellers Montreal, there are likely other sailing clubs facing similar issues. It would be very pleasing to see a more widespread adoption of this new Class, perhaps leading to regional, national and even international competition in the future.



Metro Marine Modellers
2020 DragonFlite 95 Canadian National Championship Regatta
Notice of Race
May 30 and 31st, 2020

Notice of Race - The Metro Marine Modellers invites DragonFlite 95 sailors to the DragonFlite 95 Canadian National Championship Regatta to be sailed at Lakefront Promenade, Mississauga, Ontario (Alternate site if required: Humber Bay). MMM is the organising authority. CRYA is the National Authority.

1. Rules: The events will be governed by the rules as defined in the Racing Rules of Sailing 2017-2020 (RRS) as modified by Appendix E, any prescriptions of Sail Canada, and the current version of the DragonFlite 95 Restricted Class Rules, and HMS (2016).

2. Eligibility and Fees: Regatta entry is \$ 95.00 CAD / \$ 75.00 USD. Entrants must be a current member of CRYA or their National Authority. Competitors are responsible for ensuring that their yachts are compliant with the Class Rules. Non-compliant yachts may be disqualified. The regatta will be limited to 24 boats to allow for a maximum of two heats per race.

3. Competitors with a Disability

Competitors with a disability who require any form of help or special requirements should, prior to entry, get in touch with the club contact to confirm that suitable arrangements can be made. The onus is on the competitor to establish whether the available facilities are suitable and, if necessary, provide a suitable support person.

All Entries received will be placed in a draw for a **NEW DF 95 PNP Sailboat Kit** donated by Leading Edge Hobbies. **If you register before April 1st, your name will be entered into the draw an additional 3 times!** This draw will take place at the conclusion of the trophy presentation.

Payment: can be made by Interac e-transfer to msteele@printfinishing.com. A separate email with security question / answer is required.

Entries may be sent by mail to: DF NCR 2020, 6338 Viscount Rd, Mississauga, Ont. L4V 1H3.

US Payment: Please email your application to msteele@printfinishing.com and a PayPal invoice will be emailed to you.

4) Schedule – see next page for daily schedule.

Saturday May 30, 2020

Check-in and registration from 8:30am – 9:30am

Course set-up and practice is from 8:30am — 9:30 am

Skippers' meeting: 9:45 am

The warning signal for the first race is 10:00 am.

A lunch break will be from noon to 12:45 pm.

Lunch Will be provided as well as cold water and snacks throughout the day.

No race will be commenced after 4:00 pm.

Sunday May 31, 2020

Course set-up and practice is from 9:00 – 9:45 am

Skippers meeting – 9:45 am

The warning signal for the first race – 10:00 am

A lunch Break will be from noon to 12:45 pm

Lunch Will be provided as well as cold water and snacks throughout the day.

No race will be commenced after 3:00 pm.

No fewer than 6 races will constitute a Regatta. Any awards for a Regatta will be presented as soon as reasonably possible following the return of the club equipment to storage. Competing members are expected to arrive in time to assist with the setup of club equipment and to depart after assisting with the storage of the club equipment and after the presentation of any awards.

Sailing Instructions will be sent by email to every entrant who is registered along with an event confirmation, schedule of events and directions.

4. Series Scoring: The Regatta will be scored according to RRS Appendix A, Low Point System. A boat's worst race score will be excluded using the following HMS discard schedule: 1 after 4 heats, 2 after 8 heats, and 3 after 16 heats and every 8 heats thereafter. Trophies will be presented for 1st, 2nd, 3rd and 4th places. Additional awards may be presented.

5. Contact: Any questions, suggestions or interest in volunteering should be directed to Michael Steele – msteele@printfinishing.com.

6. Privacy: Records of the event described above, including information provided by competitors and photographs, may be created and published by the club and others. Inquiries may be directed to the Sail Captain at SailCaptain@metromarine.org.

7. Liability: The Metro Marine Modellers and its members shall not be liable for any damage or injury however caused.

8. Registration: To register, please complete the skipper details and order form on the following page and submit to Michael Steele – msteele@printfinishing.com.

REGISTRATION FORM

Skipper Name:		CRYA or NatAuth Member #:
Address:		City:
Prov/State:	Postal/Zip Code:	Country:
Home Phone:	Work Phone:	Other Phone:
Email Address:		
Sail #:	Sail Maker:	Frequency:

ORDER FORM

	USD	CAD	Qty	Amount
BEFORE APRIL 1st, 2020 Entry for 2020 DF 95 National Championship (Includes 3 Additional Raffle Tickets for PNP Kit)	\$75.00	\$95.00		
AFTER APRIL 2nd, 2020 Entry for 2020 DF 95 National Championship	\$75.00	\$95.00		
Official DF 95 2020 Race Poster (12x18 Full Colour, Ready for Framing)	\$10.00	\$12.00		
Official DF 95 2020 Race Poster (Plaque Mounted, Ready for Hanging)	\$20.00	\$25.00		
Additional Lunch for Friend or Family Member - Saturday	\$12.00	\$15.00		
Additional Lunch for Friend or Family Member - Sunday	\$12.00	\$15.00		
Additional Lunch for Friend or Family Member – Saturday (Vegetarian)	\$12.00	\$15.00		
Additional Lunch for Friend or Family Member – Sunday (Vegetarian)	\$12.00	\$15.00		

TOTAL

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CANADIAN RADIO YACHTING ASSOCIATION
NOTICE OF RACE
Steveston RC Sailing Club
IOM Western Canadian Regional Championship
June 13-14 2020, Whistler, BC

- Notice of Race** The Steveston RC Sailing Club in association with the Whistler Sailing Association invites International One Meter (IOM) sailors to the 2020 Western Regional Championship Regatta at the Whistler Sailing Association's facility on Alta Lake, Whistler, BC. (5678 Alta Lake Rd., Whistler, BC, V0N 1B5). The organizing authority is Steveston RC Sailing Club.
- 1. Rules** The regatta will be governed by the rules as defined in the current edition of The Racing Rules of Sailing (The RRS) and as modified by Appendix E, the Prescriptions of Sail Canada, the Equipment Rules of Sailing, IOM Class Rules and HMS Scoring System.
- 2. Eligibility:** Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOM Class Rules and have a valid registration/measurement certificate. Proof of membership and Registration/Measurement Certificate must accompany entry or be presented at, or by, check-in in order to be eligible to compete.
- 3. Schedule** Event Check in and measurement/inspection will be available on Saturday June 13th commencing at 8:00am. There may be measurement and check in available Friday June 12th but is subject to facility availability. Competitors will be notified of check in and measurement time changes, if any via email. The scheduled time of the warning signal for the first race is 1100 Saturday June 13th. No races will start after 1600 Sunday June 14th.
- 4. Entry and Fees** **Entry fee is \$75CAD**, and includes lunch on both race days June 13 and 14, No Host social and dinner will be held at a restaurant location in Whistler Village TBD. Please send funds via e-transfer to pgrimm82@hotmail.com, cash to a regatta organizer, or use PayPal with the gift to a friend function to pgrimm82@hotmail.com. Please send entries to the same email address with password details for the e-transfers or enter online via the CRYA website.
- Entries must be received no later than **June 1st, 2020**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$100CAD.**
- Sail number conflicts will be resolved based on the date of receipt of paid entries including those accepted after the entry deadline. This overrides Personal Sail Numbers.
- 5. Contact:** Peter Grimm – pgrimm82@hotmail.com – 778-926-0536

Confirmation of entry and a full information package containing Sailing Instructions, event timetable and social schedule will be sent to all registrants. Maps and accommodation information will be sent on request.

Accommodation. Entrants have a range of accommodation from which to choose. Whistler Village has a plentiful amount of accommodations. Camping is also possible in the Whistler area. Participants can also commute from Vancouver but expect to allow minimum of 2 hours travel time depending on location of origin.

On line registration and payment via PayPal will be available via the CRYA Website:

<https://crya.ca/event/2020-crya-iom-western-region-championship-regatta-whistler-bc/>

ENTRY FORM ON FOLLOWING PAGE

ENTRY FORM
IOM Western Canadian Regional Championship
June 13-14 2020, Whistler, BC

Skipper Name				On site Camping or Billeting (if available)	
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:	Home	Work	Other	CRYA or NatAuth Member #	
Email Address:				Tee Shirt Size	
Hull Reg. #	Sail #	Boat Design/Sail Design		Frequency	

DISCLAIMER OF LIABILITY

All those entering or taking part in this event do so at their own risk and responsibility. (See RRS 4). The CRYA, WSA and Steveston RC Sailing Club and any other parties involved in the organization of this event disclaim:

“Any and every responsibility whatsoever for loss, material damage, personal injury or death, or inconvenience that might occur to persons and goods, both ashore and on the water, prior to, during or after the regatta, as a consequence of entering or participating in the event covered by this Notice of Race.”

At all times the responsibility for the safety of their boat and themselves plus the decision to participate or continue must rest solely with and remain at all times with the competitors.

A competitor may only enter the event by accepting these conditions as they appear on the entry form for this event.

Technical Report - R 18 Mark Room at the Weather Mark - simplified

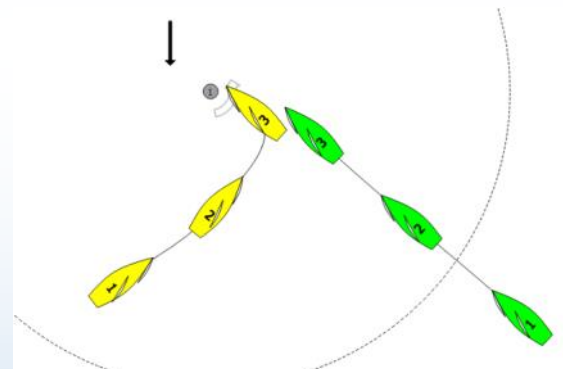
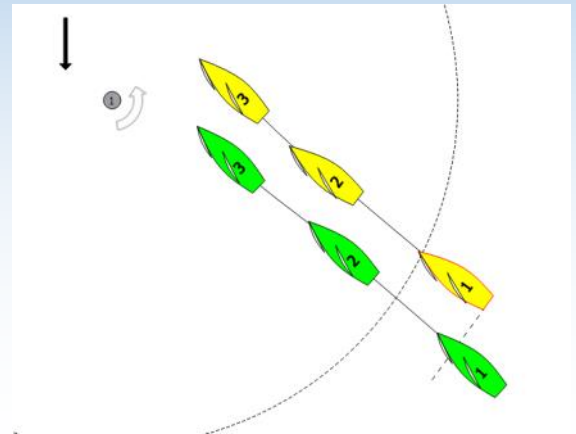
By John Ball –Technical Director

R 18 and Mark room does not have to be complicated - Here is a simple way of thinking about which part of R 18 to apply that should make it easier for you to remember.

Usually the RC will try to set a course with marks rounded to port, so these comments should apply to most of your racing. For a weather mark to be rounded to port, there are only three variations. **Either . . .**

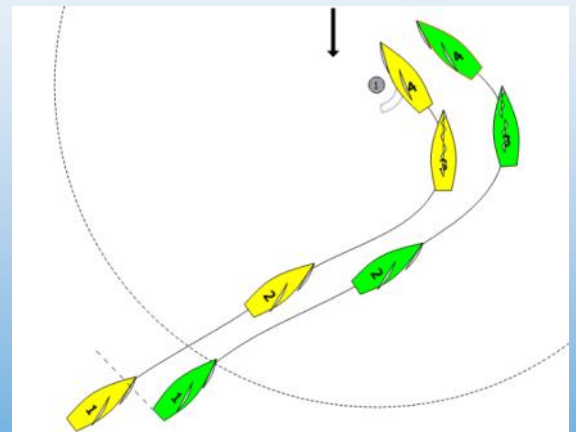
- 1) both boats enter the zone on the same tack and neither boat needs to tack to round the mark
- 2) the boats enter the zone on opposite tacks, and only one needs to tack to round the mark
- 3) if they enter the zone on same tack but both need to tack in the zone to round the mark.

1) **Neither boat needs to tack.** Both boats enter the zone on the same tack - **R18.2(b) applies** and the clear ahead or inside boat gets mark room. This mark room persists even if the overlap is broken or a new overlap is created as R18.2(b) continues into R 18.2(c).



2) **One boat needs to tack.** Boats enter the zone on opposite tacks - R18.1(a) says that while they are on opposite tacks, R 18 does not apply, but R10 P/S applies. However the situation changes when the port tack boat tacks to stbd in the zone, and now **R 18.3 applies**. The boat that tacked is not granted mark room and may not force the other boat above close hauled and must give mark room if the other boat ducks under them and establishes an inside overlap.

3) **Both boats need to tack.** Similar to Case 1 above, both boats enter the zone on the same tack and the boat clear ahead, or the inside boat is entitled to mark room under R 18.2(b), however in this case, both boats need to tack to get around the mark. When they tack in the zone to fetch the mark, the original mark room ends! During the tacks R 13 applies to each boat, and note that if the boats tack simultaneously, then R 13 says that the boat on the other boat's port side must stay clear. After the tacks, now **18.2(a) applies** and says that the outside boat gives the inside boat mark room while they are overlapped.



Once you feel comfortable with these three simple variations for rounding the weather mark, you may find more information and some tactical discussion on rounding the weather mark on my web site <https://sites.google.com/site/johnsrcsailingrulesandtactics/> in Chapter 3 R 18 and the Weather Mark.

Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:		Or New Member:		Date:	
Member #:					
Name:					
Address:					
City:			Province:	Postal Code:	
Telephone:				Email:	
CRYA Member #					
Club Name:					
Annual Dues:		\$		\$10.00	
Yacht Registration Fee		\$		Free for each new or transferred yacht	
Total		\$		Make Cheques Payable to CRYA	
<i>List New or Transferred Boats</i>					
Class	Designer	Hull#	Existing Sail#	Previous Owner and CRYA#	

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

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