



CRYA Newsletter

Spring 2023

Radio Sailing in Canada



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 Sail Canada

The CRYA has several 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 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 newsletter will be 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).

On the Cover:

Variegated IOMs under construction:

- Top, Martin Herbert's "wave" design 7 panel hard chine IOM
- Middle, My Corbie 6 with one coat of 1.5oz. FG & Epoxy
- Bottom, Mike Coomes Nimbus Mk 3 under construction

* Correction: Mike Ingham of Belleville is now the class
* secretary for the Mini 12 fleet.
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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

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President's Report

By John McKinney - CRYA President

April has finally arrived. The days are getting longer and the daytime temperatures are warmer. The water is considerably less hard. Our friends who avoid our cold winters are returning. Anticipation of the upcoming season is increasing. Time to complete your winter projects and prepare our boats for the new season. With all this in mind, there are some reminders I would like to outline.

Memberships do not automatically renew this year. You need to renew your memberships and pay a small fee. The deadline is May 1st to avoid your membership lapsing. New members are always welcome and your efforts at encouraging those new CRYA members are appreciated.

Individual club activities are being planned. We already have two National Championship Regattas scheduled and approved. Consider making your big event this year a Regional or National class championship. CRYA funds are available to assist with Regional and National class championships. By all means let us know about your events, especially if they are going to be open to other, non-club CRYA members, and you would like them shown in our calendar.

If your club is not listed as a CRYA Affiliated Club, consider doing so. There is no charge for this and the club affiliation request is available on the CRYA website. This is effective and economical advertising for your club.

I am personally excited about the 2023 season, especially after the conditions of the last three years.

RESPONSIBILITIES OF A CLUB MEMBER

<https://parisamericanclub.org/wp-content/uploads/2017/10/Responsibilities.pdf>

Dedicated, active club members are the essential element in the success of any club. A Club Member:

- **Attends** meetings and events regularly...
- **Communicates**. Stand up and make your voice heard; reply to surveys, vote...

- **Encourages** others...
- **Gives credit** where credit is due...
- **Keeps** a sense of humour
- **Fulfills** the duties of membership, which include encouraging friends or associates to join each year to sustain the club for future generations. Be willing to fulfill responsibilities as well as exercise rights.
- **Is personally involved**. Try to inject a warm, personal note in club work. Blend gentleness with firmness when taking a stand.
- **Keeps the purpose** of the club in mind. If certain goals or methods appear to be outmoded, take the necessary steps to update them.
- **Perseveres** amidst shortcomings and difficulties. Expect frustration and difficulty when dealing with people. Be ready to try again and again. Willingness to continue will benefit everyone.
- **Conserves** the club's financial resources. Keep expenses under control. Many worthwhile clubs have disbanded because of waste or mismanagement of funds.
- **Prepares** for each meeting. Be prepared for meetings, a lack of preparation is one of the main reasons for unproductive meetings.
- **Promotes** a spirit of teamwork. Don't let your club be crippled by a membership that splinters into uncooperative or hostile cliques.
- **Resolves** differences. Be a peacemaker - when misunderstandings, disputes and clashes arise, help to clear the air by trying to reach a peaceful accord. • Respects other club members. Give others appreciation and cooperation.
- **Think** for oneself. Take the effort to be a thinker instead of a perennial "yes" or "no" member.

Above all else let us all have fun.

In Memoriam: David Cook

By - Art Prufer, former CRYA Communications Director

We lost another well known and respected CRYA sailor this January. David Cook was an inventor, designer, builder and sailor of both full sized and RC model sailboats.



David Cook (left), chatting with the late Barry Fox (right)..

J-Boat Build photo log

By Blake Moran - Mini12 Class builder

Here are some photos from my latest J-boat build.



The bottom of the hull from the waterline and below is now painted.





The king plank and covering boards are black walnut and the rest of the deck will be cedar.





I floated the hull in my hot tub to add the lead to get it to sit on her waterline. It took exactly 70 lbs of lead to get it sitting nicely.

Approximately 55 lbs of the lead will be removable, with the remainder permanently bonded in place.





The mast and booms are made from Sitka spruce. The mast has an internal carbon tube to add in the stiffness.



The mast is getting vanished and I had to try it on the boat to get a feel for the size of it. The mast is 10 feet high!



Prairie boat building update

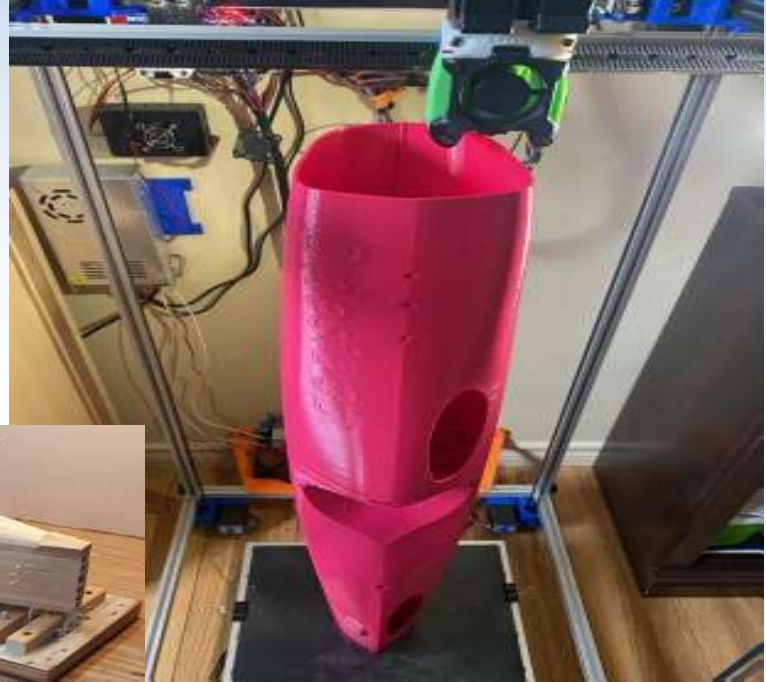
By Colin Aldridge - Prairie Region Director

We are very lucky to have new boats in production, six 3D hulls and two woodies. Hans is 3D printing a replacement for the boat that sadly sank last year. This one should be a good deal stronger so as to prevent any repetition. Luke is going gangbusters on his 3D printer and has managed to modify his printer to print the whole hull, including internal fittings, in one go. Quite an achievement!

The two woodies are Mike Coombe's Nimbus 3 and the author's Equinox. Both are making steady progress. Murray Cummins also purchased a new K2 towards the end of last season, it'll be interesting to see how it goes when we get going again.

(Right) Luke's raised aft deck 3D printed IOM design, 'Onesie'. Note, this 3D printer has been extended in the Z axis to print an IOM in one piece. The aft deck on this design has been raised to provide "end plate effect" for the mail sail.

(Below) Colin's Equinox, Frank Russell design IOM, based on the Ellipsis design.



Mike Coomes Nimbus woodie build



Upping your Game By Martin Herbert - IOM boat designer, build & racer

Racing International One Metre boats is a fun and rewarding activity. The racing is tight and the thrill of victory is addictive. The format, with the skippers standing or walking side by side, gives a view of racing that is not possible in "sit aboard boats", and this opens many doors to learning how to sail better.

My friend Andy Allen sails well and races hard. On informal race days he will sometimes sit out a race and just observe. And that is one of the keys to "upping your game", observing closely, learning, and filing away what you see to add to your quiver of skills.

Many years ago, before he won his World Championship, the Brit Rob Walsh did some work in Vancouver. Needing to sail he came over to Saltspring Island to race with us for a day and I lent him the sister ship to the boat I was racing at the time. On the water I was pleased to see that we were the same speed in a straight line. Close observation revealed that he gained a boat length every time we tacked and two to three boat lengths every time we went around a mark. Clearly his finesse at boat handling was paying dividends.

I love designing and building these boats and spend a lot of time trying to make them better and better. If I really make a gain in boat design I might gain a boat length a race, the margins are so fine. I do it for the fun of it but the real gains are elsewhere and open to everyone. In a race with ten tacks and six mark roundings, if I sailed like Rob Walsh, I would gain twenty two boat lengths on myself as I sailed then.

The solution is to sail more and observe what you do and try to improve. Let's start with tacking. So you know how to tack, or do you? What are the factors at play? Tacking slows you down. Firstly, the rudder, it is basically a brake on one end of the boat that makes it rotate. Then there are the sails that slat and flap as you go through head to wind. And then there are waves hitting you on the bow. On top of that there is the moment when you should stop turning, when is that? And do you ease the sails and start up slightly freed off on the new tack, sheeting in as you accelerate?

The answer is that there is no answer or at least the answer shifts with the shifting conditions. You have to factor in all the present conditions to make a perfect tack for your situation. Pay attention. Learn how to tack in a multiple number of ways and keep them in your arsenal for when you need them.

If you are coming into an obstruction that will cause you, on tacking, to under-stand the lay line to the mark, instead of a slam tack use a very gentle turn that reduces the speed loss from the rudder but increases the speed loss from the sails not being full and take the gain to weather that coasting into the wind gives you. If you coast that extra length to windward in the tack you save yourself two extra tacks at the mark.

My friend Mark Wallace loves to cover me when he gets ahead and I enjoy the game as well. He used to tack as soon as I did but now, he knows that I time my tack for flat water while he is in an area of bigger waves. He is onto my tricks.

Practice easing the sheet a tiny bit when you are head to wind and bearing off to a close reach then easing the sail in as the speed builds. Is this faster than your normal tack? Or should you just have it in your kit bag for when a Starboard tack boat puts you about and you need to be going fast to stop from being rolled. Widen your skill range.

Have you ever tacked in high wind and the boat just feels glued to the water? You have broken the laminar flow over the fins and stalled them. Ease the sheets a fraction and get them reconnected. Go out at the top of the rig range and learn how to tack when overpowered.

If possible, get a tuning buddy and get out there and sail more and work on your boat handling skills. If you can't find a buddy then set yourself drills to keep it interesting. Whenever I sail alone, I work on calling lay lines, mark rounding in the distance, mark rounding close with concentration of steering and sheeting speed to keep the sails set well through the turn. Start timing is also good, paying attention to being able to slow your boat down while staying in control and learning how to accelerate to hit the line on the gun. Downwind, practice wing to wing gybes, how many can you successfully complete in a row?

The big gains come when you know your boat and can do anything with her, so get her out there sailing!

Ontario Club Profiles

By Paul Switzer - Ontario Regional Director

Windsor Model Yacht Club Report

By Terry Desjardins - Commodore WMYC (special editing by member Steve Daigle)

In 2022, the Windsor Model Yacht Club celebrated its 28th year with about 20 members. A recent social membership was added for those who just want to help out once in a while and participate in any social events.

We are blessed that the Town of LaSalle agrees with us using a three-acre retention pond to sail on. We have some permanent marks and set a start/finish line for each race. Working around Covid has presented its challenges. We have, however, completed our full complement of races for four fleets in 2020 and 2021. We maintain six foot distances between our chairs, interact as little as possible by staying in our chairs and allow one person at a time to launch from our dock. This year in order to challenge the skills of our skippers a bit more, we decided to set up a three mark course ... windward, leeward and an additional wing mark to add a broader range of wind conditions into their sailing expertise. This makes proper sail tuning a bit more critical.

We sail four classes ... Soling, US1m, RG65 and Footy. We have plenty of skilled builders in our club. Several get the well-deserved title of "Master Builder" bestowed on them by others especially the Commodore. All of the Footys are scratch built as are some of the US1ms and RG65s. Gear failure during races usually gets fixed quickly with plenty of advice, helping hands, and a wealth of available tools and parts. Some members build static models and smaller electric racers, mark setting tugs, and other fun craft just for the fun of it. It's also a good way to stay out of trouble in the winter months when we can't get out and sail.

This winter some of us will not only be tuning up existing boats but building new boats as well. Back in the pre-Covid years, we met weekly year-round for Wednesday lunches at a local restaurant. This has mostly been on hold during the Covid era. One of the members has substituted weekly 40 minute Zoom meetings at 11:30 EST every Wednesday and we have pretty regular attendance by up to a dozen members. It is a great way to get some socializing in. The chat is casual, occasional show and tell of a favourite project that's under way, or do a little informal club brainstorming. If anyone from across the country wanted to join in you would be more than welcome. It would be great to meet other people and see what they are up to. Let us know at stevedaigle503@gmail.com and we will send you the link.

Metro Marine Modellers – Toronto's Model Boating Club

By Julian Kenney - MMM President

Competitive sailing is popular ... and so is recreational sailing on Saturdays!



Figure 1: MMM's 2021 DF65 Championship Regatta (left) and sailing at Humber Bay (right)

Both racing and recreational sailing are fun and it is important to the club that we meet both these needs for our members and we stay close to our constitution which states: "The club is a not for profit organization and is incorporated to provide opportunities for people who enjoy model boating to come together as friends and to foster and share all aspects of model building and boating".

The history of MMM can be traced to a small group of individuals who operated free sailing and vane steered sailboats in the 40's. These individuals became the founding members of a group that would be known at the time, as the Federation of Modellers. They met formally for the first time in 1958 and founded Metro Marine Modellers. MMM joined the newly formed AMYA as club #5 and the Canadian Model Yachting Association (CMYA), which was formed in 1974.



From inception, MMM has always welcomed all kinds and types of ships, boats and craft. The club has three divisions: Sail, Scale, Static (display models).

Club membership covers insurance, permits and support gear.

Figure 2: A beautiful model of the "Trillium" Toronto Island ferry built from scratch. Nothing to do with sailing!!

Sail is the largest division and has around 40 sailors

Prior to 2015, most sailors had a Soling and/or a Victoria and IOMs were also popular. In 2015, the DragonForce 65 class was added to our racing schedule for the first time. Today the DF65 is the dominant class, and a number of these sailors also own a DragonFlight 95 and our fleets still include Solings, Victorias and IOMs. Our sailing schedule reflects this reality and scored sailing is scheduled from mid-April to end-October on Sundays and selected evenings during the week. Saturdays is set aside for recreational sailing.

We sail at Lakefront Promenade in Mississauga and Humber Bay Park East in Toronto, although the latter will be closed for a major refurbishment until 2024.

A sail captain leads the sail division. The captain is nominated by the sail division members and is a member of MMM's executive. Fleet Captains for DF65, DF95, IOM & 1m and Soling/Victoria support the Sail Captain and a sail committee helps with scheduling, rules, equipment etc.

We have tweaked our organizational structure to encourage more sailors to help with race day running set-up and pack-up. We will introduce a rota for an officer of the day and race director to help on the day with race organization, set-up and pack-up.

We host regattas and recognize our sailors



Every season MMM hosts the DF65 and DF95 Club Championship Regattas and the Colenbrander Cup for Solings.

These are open to all sailors who would like to take part.

Regattas and Sunday racing attract up to 15 sailors and at the end of the season the club awards the Ray Davidson trophy to the sailor who best epitomizes our sailing values.

[In 2008 MMM and Ray Davidson were profiled in the American Model Yacht Association's magazine (issue 151)]

Figure 3: Colenbrander Cup for Solings

We sail with our friends in the region

The Kingston Yacht Club hosts the CRYA National IOM championships that sailors from MMM support.



Figure 4: CRYA IOM Championship held at KYC

The Oakville Yacht Squadron has traditionally invited local RC sailors to sail on New Years Day. It never seems to be too cold and we are invited to join the OYS for their New Years Day brunch! The Royal Canadian Yacht Club (RCYC) demonstrates RC sailing indoors at the Toronto Boat show and often invites our sailors to join them.



Figure 5: New Year's Day sailing

We have a Boatyard and attend and support local shows to increase our exposure



The club runs a boatyard to make it easy for new sailors get into RC sailing and at a modest cost. This also allows retiring sailors to sell their boats and equipment.

To increase our exposure we attend the Sportsmen's, Zoomer and Maker shows that are all held in Toronto.

Figure 6: MMM stand at the annual Sportsmen's Show

The club has been in the news on several occasions. [See this video from CTV News](#)

Change has always been with us

As with the whole world, our activities were severely curtailed during 2020 and 2021 summers. However, in the summer of 2020 we were able to gather outside in small groups and we developed social distancing procedures including registering on our website to limit numbers and sailing where the sailor maintained their position on the dock and didn't move with their boat. Although social distancing rules were strictly enforced, racing rules were relaxed somewhat.

We were able to build on this success in 2021 and we were able to hold the Colenbrander Cup and our DF65 and DF95 Championships in September.

Again with the rest of the world, we learned how to use zoom and we held various meetings on rules and so on that were well received by the members. Like the rest of the world we are optimistic for a return to normal this year.

All our members are looking forward to the coming sailing. Our events are on our website calendar and if you are in the region and would like to sail with us, please make contact so we can welcome you.

<https://metromarine.org/>

Ontario Region - Ottawa Area Model Yacht Club Report

By Gudmund Thompson - Commodore - Ottawa Area Model Yacht Club

The last couple of years have seen a significant resurgence of interest in radio-controlled yacht sailing in the Ottawa area. The vast majority of this dozen or so new sailors are very familiar with radio control, having participated, through the Model Aircraft Association of Canada, in various aspects of aero modeling. Many have competed regionally and internationally in highly competitive electronic soaring disciplines.

Certainly, the Covid restrictions have played a part in this transition but so have the relatively calm atmosphere of the sailing venue and the very minor consequences of error. Having a receiver battery fail in a sailboat is simply not the same as having a similar incident with a sailplane at 300 m of altitude or a ducted fan model traveling at 100 km/hr.

The boat choice for the new sailors is overwhelmingly the weedless Mini 12 which was designed and continues to be produced locally. Monday mornings at Andrew Haydon Park in the west end of Ottawa will normally see a group of these great boats chasing each other a set of buoys, whether actually racing, or just trying to keep up to the boat in front. Friday is the other day that regularly hosts a gathering of sailors but this time the yachts are a rather eclectic group that include Fantasy 32s, Solings, Montreal- produced Northern Js and sometimes 50- and 60-inch weedless boats.

If you are ever in the Ottawa area and want to join us for a bit of a sail, please do so.

Gudmund Thompson, the newly-named Commodore of the Ottawa Area Model Yacht Club, can be contacted at gudmund.thompson@gmail.com.

Ontario Region - Ottawa Area member report

By Rob del Re - CRYA member - Ottawa Area

My name is Rob and I live on a lake in Greely just south of Ottawa. I had been flying RC sailplanes for about 25 years before moving to the lake 2 years ago. Once here it dawned on me that boating might be something to explore. After a brief foray with power boats I quickly became fascinated with RC sailboats. The rest is a happy history. I now own about 7 sailboats, am currently working on 2 more, and had the pleasure of hosting 3 race days on my lake this past summer. I'm hooked.

So are a number of my flying buddies also mostly sailplane guys. The gang has taken quickly to sailboats - after all, flying sailplanes and sailing sailboats are similar in many ways with shared aerodynamic principles. Add to that the amazing scientific and engineering experience this group embodies; several have real-life sailing experience, at least one is an aerodynamics expert, and collectively we have many decades of RC building experience. The icing has been the superb camaraderie and encouragement of the established RC sailing community which has been very instrumental in showing us the "ropes". Thanks guys.

Our twice weekly "sailplane" zooms have been largely overtaken by sailboat talk - everything from hull design to racing rules - with plans unfolding for several Covid-friendly ways to fill in our knowledge and experience gaps. We are all pretty much on a steep albeit exciting learning curve. Many of us are also retired, which represents a perfect storm, curiosity and time on our hands.

Keep an eye out for more developments from this group, from exploring 3D printed sailboats to experimentation with hull design, sail design and who knows what else.

And maybe an invitation to a Greely Sailboat Regatta.

Reduce, Reuse, Recycle

By Martin Herbert - IOM boat designer, build & racer

Don't throw that suicide brush away just yet!

We have all used these nasty little things but sometimes they are just what you need for getting epoxy into little areas where the bristles they shed won't be noticed. I put the top 1/8th of an inch of the handle in the vice before use to try and stop exit of bristles but it just slows down the escape. But once they have completed their task of out of sight work they suddenly have a second life.

Having built a series of plywood lapstrake rowboats I have a lovely scrap pile of mahogany plywood off cuts that I keep in a bucket for future use. I pull out a couple of scraps and with the last of the glue on the brush I paint one side of each and sandwich the bristles between them secured with a pinch clamp. The next day you have a fine bristle brush, glued with the best glue that will not let bristles escape. You just bend the metal handle back and forth and off it comes.

Take the file card and get rid of the glue used in the manufacture of the brush, it flakes off like dust. You can trim off the ends with scissors if you like. Sometimes I bypass the wooden handles and just squeeze the bristles between two sheets of plastic. This gives you a fan-like handle and with a chisel and a hammer you can chop the resulting brush into many finer brushes for small work. For me it is just a ritual at the end of a gluing day and puts a smile on my face just before I turn out the shop lights.



Boat Design in Montreal!

By Peter Jankowski - Weedless Class Secretary

The Covid-19 pandemic restricted club activities. The face-to-face meetings had to be cancelled because of gathering restrictions in addition to winters cold resulting in frozen lakes preventing sailing possibilities. In spite of these difficulties the minds and hands of builders could not be stilled. New ideas were rising.

Some of our club builders turned their interest to 3-D printing of boat fittings or even whole boats, others to refurbishing boats in preparation to coming sailing season.

One of our club members Harvey Ducourneau developed his hobby into small business producing different types of boats. His boats are expertly fabricated from high quality fiber glass, sold in semi and full kits as well as hulls ready for sailing (RTS) kits. Most of his boats are based on the America's cup boats of different vintages, in a one-meter size adapted to the need of aging sailors. He was also co-designer of the new Weedless class boats now recognized by the CYRA

His research during the period of this pandemic discovered an interest in U.S.A, U.K. and Europe for larger boats. So, he set out, designed and produced a prototype of a 50" long boat.

The boat is based on Sparkman & Stephens, America's Cup hull "Goose" built in 1938. The 6-Meter designs influence greatly the formulas of the 12 and 8 meter designs that we see today.

The specifications for the new boat are.

LOA: 50 inches

Draft: 9 ¼ inches

LWL: 30 ½ inches

Disp: 20 Lbs.

Sail area: 850 Square inches.



His hope is that this may develop into 6-meter one design Class. A lot of thought was put into the design to produce a boat that is simple to complete, easy and stable in operation; but especially not overly expensive to purchase or to achieve.

This last goal, the hull is designed in two parts. Not longitudinal separated halves but separated vertically between front and stern. The two parts are predrilled during fabrication to produce a perfectly align the seam not visible after finishing. The boat is shipped in a 40" packing box greatly reducing the shipping cost. The boat can be obtained as a hull and deck only with all plans and instructions, or full kit ready for assembly.



If you require more information Harvey would be more that happy to chat with you at heyharv2014@yahoo.ca.

Dragon Class Report

By Wilson Chong DragonForce65 & DragonFlite95 Class Secretary

Welcome to DF Racing 2022 3P - Pre-Post-Pandemic - We all experienced the shutting down of regular racing and major regattas. It was an odd time, some things made sense, others not so much. Regardless, we've actually increased hull registrations in 2021. The DF65 class added 31 new hulls and has a total of 268 DF65's registered. The DFIt95 class added 6 new hulls and has a total of 48 DFIt95's registered. The fleets in ONT and BC remain strong, while AB started to add skippers in 2020. The various clubs are posting their regular racing schedules and folks are adapting to the new norm.

Recently the DF class received some new equipment to upgrade to - higher quality, digital, coreless sail winch, and boat stand upgrade. The new all-around DF class standard winch (legal for both 65 and 95 classes with the approved winch drum) is now available. The travel speed is regulated by drum size (and colour). However, the main difference is its accuracy and un-disclosed torque specs. No mention of weight differences but likely not significant. Previous class legal winches are still legal to use without modifications. (Picture from DF racing world website)



The upgraded boat stand is a bolt on to the current stand and allows you to lay your boat on its side safely. (Picture from radiosailing.net product page)

Recently, two Global regattas were posted on the DF Racing World site. The next Global DFIt95 regatta will be held at the iconic Fleetwood Model Yacht Club in the UK May 12 to 19, 2023. The next Global DF65 regatta will be held in Sweden - Nynashamn, May 6 to 12, 2024. Please visit the DFracing.world website for more details.

As per the CYRA constitution, those wanting to attend these Global regattas, will need to qualify and apply to go. A ranking system will be developed in the coming month but for now, please submit your regional and national regatta applications by March 15, 2022 for approval.

Wishing you all the best in 2022 and may you all have fair winds and full sails.





**CANADIAN RADIO YACHTING ASSOCIATION
NOTICE OF RACE
West Coast Radio Sailing Club
2023 IOM National Class Championship
April 28, 29, 30 2023, Saltspring Island, BC**



1. Organizing Authority The West Coast Radio Sailing Club invites IOM sailors to the 2023 CRYA IOM National Championship at Salt Spring Island Sailing Club. This regatta is organised under the authority of the Canadian Radio Yachting Association (CRYA) and conducted by WCRS, and its duly appointed Race Committee.

The regatta will be governed by the rules as defined in The Racing Rules of Sailing (The RRS) as modified by Appendix E, the Prescriptions of Sail Canada, the Equipment Rules of Sailing, The IOM and the current version of HMS. Links to these documents may be found on the CRYA Web site <https://crya.ca/racing-documents/>.

Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the IOM and have valid registration and measurement certificates. Proof of membership and Registration/Measurement Certificates may accompany entry or be presented at, or by, check-in.

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

Event Check in and measurement/inspection will be available on Thursday April 27th commencing at 5:00pm. There may be measurement and check in available Friday April 28th but is subject to facility availability and time constraints before racing. 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 1000 Friday April 28th. No races will start after 1200 Sunday. No individual Heat will start after 12:20pm on Sunday April 30th. There is no maximum number of races, however a minimum of 6 races must be completed to constitute this event.

5. Entry and Fees **Entry fee is \$140 CAD** which includes temporary CRYA membership for this event for members in good standing of other National Authorities and includes lunch on Friday and Saturday race days April 28th and 29th, social and dinner will be held at the Saltspring Island Sailing Club or alternate location if required.

Please send funds via e-transfer to pgrimm82@hotmail.com, 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. An online entry will be available at the WCRSC website at the following link: <http://www.westcoastradiosailingclub.com/>

Entries must be received no later than **March 1st, 2023**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$150 CAD.**

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.

Peter Grimm – pgrimm82@hotmail.com – 778-926-053

On line registration and payment via PayPal will be via the WCRSC Website, Please [CLICK HERE:](#)

7. Covid-19 Restrictions: Competitors and Organisers will respect any Provincial or regional Covid-19 restrictions in effect at the time of the event. These may result in requirements for social distancing and masks, and a strong recommendation that all participants are fully vaccinated. As a result, there may be limits on the number of entries, and heat sizes may be reduced.

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. Saltspring Island has limited accommodations so competitors are encouraged to plan their stay well ahead of time. Moorage for motherships is permitted on a space available basis and on the reciprocal rule for yachts up to 40' length. Mooring yachts must demonstrate 1.000.000 liability insurance and charge by the foot with the first day free. Mooring yachts must meet with a club designate to be assigned a space. Motherships in excess of 40' must moor out in the bay in a suitable location.

2023 IOM National Class Championship

April 28, 29, 30 2023, Saltspring Island, BC

Skipper Name		Emergency Contact name	
Address		Emerg Phone number	
City		CRYA/NatAuth Member #	
Prov/State		Hull Reg. #	
Postal/ZIP Code		Sail #	
Country		Radio Frequency	
Phone:Home		Hull Design	
Work		Sail Maker	
Mobile		Tee Shirt size (if offered)	
Email Address:		Request On-site Camping or Billeting (if available)	

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, and West Coast Radio Sailing Club and Salt Spring Island Sailing Club and any other parties involved in the organisation 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.

By submitting this entry, the competitor confirms that they are a member in good standing of their National Authority and agrees to be bound by the Racing Rules of Sailing and accepts the rules and conditions as they appear on the NOR for this event.

CANADIAN RADIO YACHTING ASSOCIATION

NOTICE OF RACE

Steveston RC Sailing Club

2023 Soling 1 M National Championship

23/24/25 June 2023

1. Organizing Authority: The Steveston RC Sailing Club invites Soling 1 M sailors to the 2023 Soling 1 M National Championship to be held at Steveston, British Columbia. This regatta is organized under the authority of the Canadian Radio Yachting Association (CRYA) and conducted by Steveston RC Sailing Club and its duly appointed Race Committee.

2. Rules: The regatta will be governed by the rules as defined in The Racing Rules of Sailing (The RRS) as modified by Appendix E, the Prescriptions of Sail Canada, the Equipment Rules of Sailing, Soling 1 M Class Rules and HMS Scoring System. Links to these documents may be found on the CRYA Web site <https://crya.ca/racing-documents/> or your class page.

3. Eligibility: Entrants must be current members of the CRYA, or their National Authority. Yachts must comply with the Soling 1 M Class Rules. Proof of membership may accompany entry or be presented at, or by, check-in.

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.

4. Schedule: Event Check in and measurement/inspection will be available at 10:00 AM on 23 June 2023. Practice sailing to follow. The skipper's meeting will be at 10:00 AM on 24 June 2023. The scheduled time of the warning signal for the first race is 10:30 on 24 June 2023. No races will start after 4:00 on that day. The scheduled time of the warning signal for the first race on 25 June will be 10:30 AM. No races will start after 3:00 PM that day. There is no maximum number of races, however a minimum of 6 races must be completed to constitute this event.

5. Entry and Fees: Entry fee is **\$30.00 CAD**, and includes lunch on the 24 & 25 June 2023. A no host dinner which is not a part of the event may be arranged on 24 June. Entries must be received no later than 9 June 2023. Late entries may be accepted at the discretion of the Regatta Chairman. Late Entry fee will be \$35.00 CAD. Entries may be capped at 24 boats on a first come basis. Additional lunch tickets for those accompanying entrants will be \$10.00.

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.

6. Contact: Brian Harrison boffo65@gmail.com or Pat Dion patdion@live.com

7. Covid-19 Restrictions: Competitors and Organizers will respect any Provincial or regional Covid-19 restrictions in effect at the time of the event. These may result in requirements for social distancing and masks, and a strong recommendation that all participants are fully vaccinated. As a result, there may be limits on the number of entries, and heat sizes may be reduced.

Canadian Radio Yachting Association

NOTICE OF RACE

QUINTE MODEL YACHT CLUB

Mini 12 Invitational Regatta - Saturday, 26 August, 2023

Notice of race

Quinte Model Yacht Club (QMYC) invites Mini 12 sailors to a Regatta, to be held at Victoria Park, South Front Street, Belleville, Ontario on Saturday, 26th of August, 2023. The organizing authority is QMYC.

The regatta will be governed by the Racing Rules of Sailing including Appendix E, the prescriptions of Sail Canada, the Mini 12 class rules, and the Sailing Instructions.

Eligibility: Yachts must comply with the current Mini 12 Class Rules. Use of both “A” and “B” rigs will be permitted.

Schedule: Event check-in and yacht inspection will take place from 8:30 am on Saturday, 26th of August on the back verandah of the Bay of Quinte Yacht Club. Skippers’ meeting at 10:15 am. Scheduled time for the warning signal for the first race is 10:30 am. No race will start after 3:45 pm. There will be a 45 minute lunch break.

At the conclusion of racing, wards will be made to the top three finishers.

Please provide your own lunch. Free water will be provided, and coffee, fruit, and cookies at lunch time.

Entry and Fees Entry fee is **\$25**. To enter, e-mail your name, boat number, and phone number to John Clay, theclays@fastmail.fm. You will receive an acknowledgement of your entry and a copy of the Sailing Instructions by e-mail. The \$25 entry fee will be collected at check-in - cash only please - and you will sign a copy of the liability disclaimer. Entries must be received no later than August 4th, and will be restricted to 15 boats. Late entries may be accepted at the discretion of the organizing committee. Any sail number conflicts will be resolved based on the date entry is received. Please advise John Clay by e-mail as soon as possible if you will be unable to attend.

Contact John Clay, 36 Pulla Street, Trenton ON K8V 5P7
E-mail: theclays@fastmail.fm Phone: 613-955-9551

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	

List New or Transferred Boats

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:
Frank Kaufman – Treasurer CRYA 20 Bonacres Avenue, Scarborough, Ontario M1C1P7