



NEWSLETTER

Sailing Events/Calendar

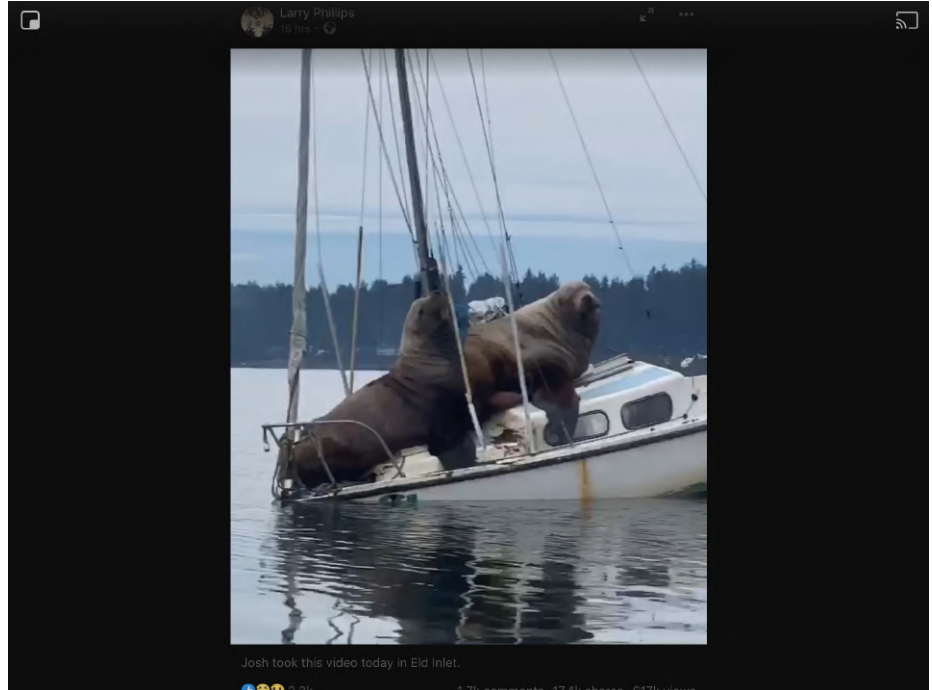
It is not the job of this or any future Newsletter to list all the MYA events as there are too many - and before you all shout in unison - it is the MYA website that is the best place to go for this information.

However....

The main event of the year without doubt is the Ten Rater and Marblehead Worlds being held at West Kirby from 9 to 19 June. Please do come along and both support our skippers and see some great racing. Also the Dinghy Show 2020 is on now (from 29 February).

Future editions

It is planned to issue a Newsletter about every two months or so to link to significant events etc - so the third edition is scheduled for early May, just after the Council meets in April.



This is the second issue...

.....of your new MYA Newsletter. The first issue just before Christmas was a very short and exploratory one but hopefully you will notice that this is rather more expansive but not toooo long at 9 pages.

The pic above, by the way, shows what happens if there is overload (no boats were harmed as a result of this).

As ever, contributions from members or Clubs are always welcome and in this issue you will find the first two brief introductions to the Clubs at the top and the bottom alphabetically - that is Aberdeen and Yeovil. In addition there is a short introduction to our two roving reporters who have been employed at zero cost to seek out the stories that members will find interesting. Hopefully they (that is both the stories and the two reporters) will not be taken too seriously.

There will be a regular contribution from the key areas of the MYA - such as our Chairman, Technical Officer and, in future editions, COGs.

There will also be a Letters to the Editor page but this issue is too crowded already to permit it this time.

If anyone spots a photo that either tickles their fancy or seems especially relevant to our sport, please do forward it to the Editor.



MYA Marketing strategy 2020

It was noted at the 2019 AGM in November that there are plans to try harder to promote the MYA and what it does. The first meeting of the small group of five charged with suggesting how we should proceed was on 6 February 2020.

Firstly, we agreed that the prime responsibility is to look after the current membership and we will use the membership numbers as a measure of performance over time. The current number of affiliated members is 1,657. For interest, out of this number, 1502 have email addresses and are subscribed. Every effort is being made to get the latter number closer to the form number!

Secondly, we have a job to do to recruit new members - but heavy TV advertising is not currently planned. The best way to seek to enlarge the membership numbers is therefore being carefully considered.

If anyone wishes to contribute to this thought process please do so to the Editor or direct to the MYA Racing Officer.

Thank you.

Did you know.....?

Firstly, there are **103 Clubs** affiliated to the MYA and of those, **36** have between 0 and 10 members, **56** have between 10 and 30 members, **10** have between 40 and 60 members - leaving just **one** with over 60 members.

Secondly, one of the oldest Clubs in the UK used to be called the MYCA and has now been rechristened LMYC (London Model Yacht Club).

Lastly, the total number of MYA members shown on the website at mid February 2020 is **1,684**.

Our Roving reporters x 2

This publication has engaged (at zero cost to everyone) the services of two seasoned roving reporters. Firstly, we have Quentin Lettuce who comes from a distinguished family of sailors both big and small. With his pal Nigel Dumpster (who has a similarly splendid background - or so he says) they have been delving into the murky recesses of many activities for years. It must be emphasised that they do have a tendency to subordinate the facts to the sensationalism of a story - but they do try hard.

They have been hard at work for a while now and are close to revealing a wonderful piece about.....

Watch this space!

What Clubs can do to help

Reference is made (left) to membership numbers. It is not until all renewals are completed each year that any sort of accurate number can be established for total membership and at that time it is pretty key that the associated email addresses and contact details are correct.

So a heartfelt plea from our Digital Comms Officer (Austin Guerrier) is for every Club to please ensure that the **full email/address/ phone number details accompany the renewals sheets**. If there are missing items, the next month or so is taken up with correcting and completing the data, which Clubs don't like - and neither does Austin! Many thanks in advance.

PS If Clubs are aware of any of their members not having access to email, it would be greatly appreciated if they could be provided with a copy of this Newsletter - or perhaps one could be circulated to minimise printing?

If any Club rep or member has a good idea to help members or other clubs enjoy their sailing even more, please do forward it to your Editor for future editions. Thank you.

The view from the Bridge - MYA Captain Rensch

The year has started with a bang and successive storms week after week have not made our weekend sailing easy however this pales into insignificance compared to those who have been directly affected by the floods and high winds and our sympathy goes out to all those affected.

Council have been busy since the last newsletter with an independent review of the constitution, both old and proposed, under way we hope to have new proposals to put before the Membership soon. The promotions and development team have been joined by Jo Priestley whose proven expertise and professionalism in this area will enable the production of a long-term plan for the promotion and development of our sport - see page 2 above.

The Dinghy Show is upon us and we are exhibiting there again this year with a bigger stand focused on the 10 Rater and Marblehead World Championships to be hosted by our Birkenhead Club at West Kirby later this year.

District championships, ranking events and class events are all now underway so check the MYA website events section regularly to make sure you get your entries in on time.

The Vintage Model Yacht Group (VMYG)

We began a series of informal events for 2020 with a competition for Vane Marbleheads at Hampton Court – only to find ourselves in competition with Storm Dennis instead! However, the Calendar of VMYG organised Sailing Days is in preparation and when ready will be found on the VMYG website at www.vmyg.org.uk. VMYG members will of course receive the new calendar in the VMYG newsletter Pond Side.

Now, if you have an older boat in the loft or garage, do bring it along to one of these events, (hopefully in better weather!) - in sailing condition or not – we are always glad to see or hear about early boats. In addition to the VMYG Sailing Days, several clubs are organising their own heritage days this year, and the LMYC will be running vintage events on the first Saturday of each month at the Round Pond starting in April – more details on their web site at <https://www.lmyc.org.uk/>

In the meantime the hunt is on for famous boats of the past – particularly Aerial 80cm, which won the first International Regatta, held in France in 1913, and Nerenuf winner of the first National Championship for 36”s at Birkenhead in the early 1930’s - details to Charles Smith please at turningpole@gmail.com – who will then let off the fireworks!



Focus on Clubs

Now, with a small but tuneful fanfare of trumpets, we have the first article concentrating on an MYA Club. An arbitrary decision was made by your Editor to start with the first and last Clubs alphabetically, so here goes with the first!

Aberdeen MYC

Aberdeen MYC is the second most northerly MYA club in the UK. It is a member club of the MYA Scottish District which geographically covers all of Scotland and Northern Ireland. Aberdeen MYC only sails IOM class yachts.

Due to circumstances beyond our control, we have not had a “home water” for a few years. As a consequence Aberdeen MYC members regularly sail with the most northerly MYA club (Buchanness MYC) in Peterhead and the third most northerly club (Tayside RSC) which sails at Forfar Loch. Both of these clubs have excellent sailing venues available to us all year round. We generally sail on Wednesday and Saturday with Buchanness or Tayside and for this we are extremely grateful to them.

The lack of “home-water” has not helped us recruit new members and, due to natural circumstances, our membership has gradually declined to the extent that we are now a very small club. Nevertheless, we are a very active club:

- Three members are wooden boat builders who also develop hull and rig designs
- A previous member was a sail maker
- Two members are on the MYA Scottish District committee - one is the current District Senior Measurer and the other is the District Councillor and Chairman
- Three members are regular attendees at UK Nationals, UK ranking events, Scottish District Travellers series and the Scottish District Wooden Boat Championships. The club placed 7th in the MYA League for IOM Class in 2019.

Members have an assortment of “plastic” and wooden Corbie IOMs that are competitively raced. The skills of our club’s wooden boat builders results in IOM’s that are beautifully finished (see pics top of page 1 & foot of page 2). Most Aberdeen MYC club members do most of their sailing with their wooden boats as they are beautiful to see and relatively low cost whilst being very competitive. Indeed, in recent years within the Scottish District, interest and popularity in wooden IOM’s has sharply grown - a fleet of wooden IOM’s at the Scottish District Wooden Boat Championships and other wooden IOM events is a sight to behold. However, identifying your own boat when most of the hulls are the same cedar colour can be very challenging. “Damn, I was sailing the wrong boat.” is a common heart-felt statement at such events.

One of the joys of IOM sailing in the Scottish District is that for the annual racing programme, skippers from different clubs (north, east and west) are willing to travel long distances. The mix of skills, meeting with old friends and making new friends is a major benefit to Aberdeen MYC as we learn from others and also share our learnings. This also applies when we travel to UK ranking events and the Nationals. To mitigate travel costs, we generally car-share between the two or three members who are travelling and have two drivers on the car insurance (NB Navigational disputes are not unknown!). Packing a car with three lots of sail boxes, IOMs, fins, transmitters, a shared toolbox, spares plus personal gear for the event is now a well-practised routine.

Aberdeen MYC members have also participated in Scottish District coaching events both as attendees and as instructors. In addition, club members have been active in organising and running UK IOM Ranking Events at Castle Semple (near Glasgow). For a small club, this is a considerable effort but we have always received superb assistance from other Scottish District clubs which is greatly appreciated. Hopefully, our reciprocal support of other organising clubs also benefitted participating skippers.

In a similar thread, Aberdeen MYC developed various resources that have been shared throughout the MYA Scottish District and with the MYA. These include simple to use HSE templates designed to be customised by a club for their specific circumstances, a Personal Medical Information form to be used "In Case of Emergency".

In addition, an Excel spreadsheet has been developed for single fleet event scoring and publishing of results. Other MYA clubs are very welcome to view and use these resources if they are of any help. (NB Aberdeen MYC accepts no responsibility for their use or misuse. However, any constructive feedback is appreciated.)

So, in summary, Aberdeen MYC is the second most northerly MYA club in the UK. We build and sail IOMs. It has been a very small club but has an extremely active membership that tries to fully participate and contribute to radio sailing activities in the Scottish District and the UK.

John Owens, Secretary

The second club to feature this time around is Yeovil, which even Quentin and Nigel (see page 2 above) have twigged is at the other end of the alphabet to Aberdeen.

The Yeovil & District Model Boat Club

The south Somerset town of Yeovil and the surrounding area including North West Dorset has a rich history of engineering going back over 100 years to the formation of plane makers Westlands, now helicopter manufacturers and owned by the Italian company Leonardo. As Westlands grew other engineering companies such as Marconi now French owner Thales and GKN (now relocated) clustered in the area to provide the full range of engineering and electronic services.

It is little surprise then that with so much expertise that model making of various sorts thrives in the district. The Yeovil & District Model Boat Club which caters for a range of marine modelling was founded by a group of scale and sail enthusiasts back in the 1980's. Sail has been established on the west lake of the attractive Sutton Bingham Reservoir, a water resource owned and managed by the Bristol-based Wessex Water. Over the years scale has also used separate water at Ninesprings within Yeovil Country Park. The Ninesprings pool has had ongoing problems with weed, so is no longer used by the club.

Sutton Bingham reservoir is set in the countryside about 5 miles south of Yeovil and Sherborne. As shown on the Google map, the Sutton Hill minor road access crosses the west end of the reservoir on a causeway and YMBC has the use of the lake west of the causeway. The club has a licence from Wessex Water (WW) to use the water any days from 9 am through to 1 hour before sunset. The whole reservoir is stocked with fish and is a sought after location for trout fishing. This can sometimes be a minor problem especially at the start of the fishing season but it's one we manage. The club has access to the WW fishing boat for rescue.

Access to the Sutton Bingham water is the clubs principal asset. Access and control is from the sloping northern grass bank where past members of the club have made a concrete jetty. This extends many metres into the lake to accommodate varying water levels. Wessex Water is contractually required to maintain flow in the local river so water levels can be depleted in late summer but generally good. It is an advantage that we are able to leave the main racing buoys in the water.

The lake provides excellent sailing from the prevailing directions especially South through to North West. The north bank is topped by a rail line so a due North wind is difficult to accommodate and Easterlies can be affected by the causeway, so are water level dependent. The open aspect from the prevailing wind directions provides as good a sailing experience as anywhere in the district and by walking a few paces up the field there is an elevated control position. Unusually the lake is consistently weed-free - a rare attribute.

The larger part of the reservoir is leased by Sutton Bingham Sailing Club which has dinghy racing and runs RYA training. There is also a canoe club, public access for walks (no dogs) and of course serious fishing. YMBC has developed a good working relationship with the Wessex Water on site staff and we liaise to accommodate each other's events and requirements. YMBC has no onsite facilities but can occasionally arrange essential use with the Sailing Club. It is important we maintain good relations with other users and the Water Authority to maintain our licence arrangement. The licence fee is reviewed every 5 years.

Back in 1995 the then club committee decided to take the unusual step to apply to Companies House to turn the club into a Company Limited by Guarantee not having any share capital. The club has run on this basis ever since, the principle benefit being the limitation in the event of claims against club officials. As a company it is necessary to register annually at a cost of £13 and update officer information and a confirmation statement. Whether or not company status is worthwhile has not yet been tested. The club officials are in effect directors of the company. The club still takes out annual insurance.

In its heyday the club extended to over 100 members. Our present membership dropped to a low of about 15 but this year is around 30. At one time there was an active fast electric group but neither I/C nor fastelectric powered boats are allowed within the licence terms. A nucleus of scale modelling members has remained and sail and display their models locally. There are some incredible scale lifeboat models with fantastic detail. The sailing members sport the full range of sailing classes including 10R, M, IOM, A boats and multihulls. The South West district as defined by the MYA is quite disparate which does mean considerable travel to events with closest MYA competition Poole (40 miles), Sedgemoor (50 miles), Woodspring (60 miles), Dartmoor (65 miles), North Devon (80 miles) and West Cornwall (160 miles). Whilst we still participate in, encourage and look forward to the MYA South West District events, as a club we have needed to widen the appeal to survive.

Within the area a movement has grown towards racing 'small boats' typically any classes under 800 mm. The prime movers have organised a number of events over the past 2 years which involved clubs at Weymouth, Yeovil, Sedgemoor, Woodspring and Warminster. The focus of events is on 'casual racing' and a good inter club social opportunity. Some flexibility to the event calendar has been necessary to accommodate the availability of water at some of the clubs when affected by weed for example. There is little doubt that this group have improved activity, inter-club relations and several individuals also have interests in the MYA classes. The group are now tending towards the two DF boats and the length limit has been expanded to include the DF95. A couple of our members are regular and successful competitors at MYA UK events and it is hoped that others will be encouraged to join them soon.

Tony Edwards

28.2.2020

Ed's PS: A couple of pics are shown below (page 7) showing the beautiful Yeovil rural surroundings.



This Newsletter now has the first piece designed to cover the main areas of expertise in the MYA.

Technical Officer's Bulletin

Class Rules for Owners of International One Metres

Most owners will be vaguely familiar with the IOM class rules. They can be found on the IOMICA website at the link at the end of this article.

Probably most owners do not refer to them a great deal. Why would they need to? Most likely the boat will have been supplied in completed, or part completed form, from a builder who knows what he is doing, rigged using a set of parts from a supplier who has tailored the components to produce a rig that will comply with the class rules, and completed with sails from a sail maker who can almost make rule compliant sails in his sleep. Apart from all that the boat will have been issued with a certificate after the local measurer checked it over.

But I'd like to introduce the contents of the class rules to you as there are some that you should probably be a little more aware of. It won't take too long. The class rules are divided into several sections, Section A through to Section H.

Section	Content	Pages - approx
Cover/Index/Introduction		3
Section A	Administration	3.5
Section B	Boat Eligibility	0.5
Section C	Conditions for Racing	4.5
Section D	Hull	2
Section E	Hull Appendages	0.5
Section F	Rig	5.5
Section G	Sails	5.5
Section H	Illustrations	2

There are a few things worth noticing at this point:

All the IRSA classes (A Class, Ten Rater, Marblehead, 65) have class rules divided into the same sections A through to H. This makes it easy for the builder, rigger or sailmaker to find ALL the rules relevant to him when he is designing or making equipment. There will be no unwelcome surprises because a rule affecting the construction of a mast is placed somewhere other than Section F.

Compliance with rules in Sections D, E, F and G are checked by the measurer and are a matter for the certification procedure. Section H illustrates some of those rules.

In contrast Section C contains the rules that the user of the boat – you, the sailor – has direct control over. Consequently Section C does not contain rules that are checked by the measurer. Looking at it a slightly different way, Section C rules tell you what freedoms you have to adjust the boat during an event. As is usual in life, freedoms come with responsibilities and this is no exception. You are free to adjust your boat within the scope of Section C rules between, and at, events but it is your responsibility to ensure you do not stray outside what is permitted.

At a formal level it is Event Equipment Inspection (check measuring in common parlance) that ensures this section is correctly enforced. But we can all act as informal equipment inspectors for each other's boats during an event and it is our duty, to ourselves and to other competitors, to point out to sailors who are going beyond what is permitted.

But let's get the plank out of our own eyes first by making sure our own boat complies. The table above shows Section C extends to about 4.5 pages. Most of these rules you will almost automatically comply with because of the way the boat is built. For example it is most likely the fin will fit in only one position in the hull and that the ballast and rudder will fit in the same attitude if removed and replaced. A good deal of the 4.5 pages is taken up with such rules.

Let's look at the ones that you are more likely to have a direct effect on and, therefore, need to be more aware of. Rules quoted here are marked in **BOLD**. For clarity we will look at C.3 Advertising first.

C.3 ADVERTISING

C.3.1 LIMITATIONS

The boat shall display only such advertising as permitted by the WS Advertising Code.

Advertising that is not specifically permitted under this Code is prohibited. Frankly I find the Code poorly expressed and I struggle to understand it. It is really the domain of those more familiar with the terminology of the Racing Rules of Sailing and, rather than run the risk of misleading anyone, I will stick to the basics that I am confident about.

Each Competitor, with the agreement of the Person in Charge (that is YOU), may display advertising on personal equipment. (Rig box, tool box, tx cover, car)

A manufacturer's mark may include the name, logo or other identification marks of the designer or manufacturer of the equipment.

A sailmaker's mark may include the name, logo or other identification marks of the sailmaker or of the sail cloth manufacturer or the pattern or model of the sail.

Class	HULL	SPARS/Equipment	SAILS
RC Boats	One mark Max. 150 mm x 150 mm	One mark max. 50 mm long	One mark 50 mm Ø circle

Now taking the other rules in order.

C.1 GENERAL

C.1.1 Rules

This rule tells us which rules of the Equipment Rules of Sailing (ERS) rules do not apply. They are of no consequence to us – but the ERS that do apply control the setting of the mainsail on the mast as follows:

The mainsail head point and tack point shall be within the limit marks on the mast.

C.4 BOAT

C.4.1 DIMENSIONS

With the boat floating in fresh water:

	minimum	maximum
Draft	370 mm ...	420 mm
Hull depth		60 mm
Hull length		1000 mm

C.4.2 WEIGHT

	minimum	maximum
The weight of boat in dry condition excluding wind indicator if used	4000 g	

C.4.3 CORRECTOR WEIGHT(S)

Corrector weight(s) to achieve compliance with C.4.2, if used, shall be fixed in/on the hull and not be altered or moved during an event.

C.5 HULL

C.5.2 IDENTIFICATION

The hull registration number shall be displayed on the external surface of the hull shell or deck clearly and legibly with a minimum height of 20 mm.

C.5.4 REMOTE CONTROL EQUIPMENT USE

(f) During an event remote control and related equipment if temporarily removed and or replaced shall be:

- (1) refitted in the same position.
- (2) replaced by equipment of similar weight.

C.6 HULL APPENDAGES

C.6.4 WEIGHTS

	minimum	maximum
Keel, excluding fasteners to hull	2200 g	2500 g
Rudder, including stock		75 g

C.7 RIG

C.7.2 USE

The rig shall not project beyond the fore and aft ends of the hull.

As you can see the rules identified here are not so numerous or complicated that keeping your boat in compliance is difficult.

Remember, compliance with these rules is not checked by the measurer when a certificate is issued - the reason is that you have the freedom to vary, amongst other things, the RC equipment in your boat, the position on the fin and ballast, the fittings on the boat, the RC installation position and so on. All these things will have an impact on the weight and flotation of the boat so it is natural that it is your responsibility to ensure compliance is maintained. Having a set of electronic scales and calibration weights is really useful if you are trying to minimise the weight of the boat but do not wish to go beyond what is permitted. If you are doubtful about the quality of your scales and/or any calibration weights, it is wise to go to someone with reliable equipment.

Hopefully you will follow up by checking the other rules of Section C. If you have more time it's worth taking a look at the Q&As relating to the class. Link below.

IOM Class Rules

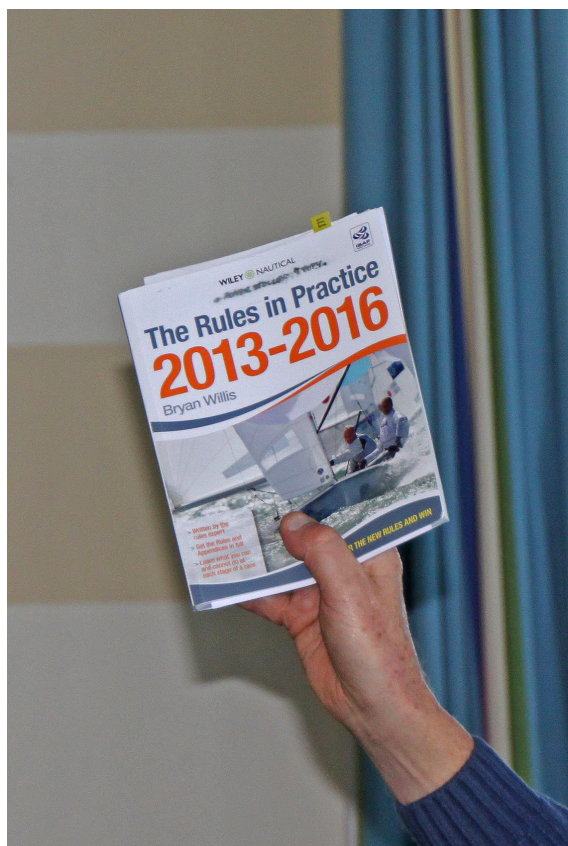
<http://iomclass.org/doc-files/Technical/IOM%20CR%202018/IOM%20CR%202018%20Final.pdf>

IOM Questions & Answers

<http://www.iomclass.org/iom-questions-and-answers-qa-2/>

Graham Bantock

24th February 2020



These three pix show an IOM suffering from excess wind/poor sailing technique (top), a gathering of classic yachts at a MYSA (at that time - but now renamed LMYC) event in 2011 (above right) and lastly guess whose hand is holding the RRS book aloft (left)? A small prize of a hardly-used plastic spoon is available for the first correct answer.