



NEWSLETTER

Sailing Events/COVID19

It was intended to concentrate coverage in this and all Newsletters on the various big racing events and all the local news about Radio & Free Sailing in the UK - but, as many will have noticed, there hasn't been any due to the awful COVID19 virus.

The MYA website carries the latest position on how to resume sailing - but of course, the actual measures will depend on local circumstances and vary club to club. Whatever the result, all possible measures are being taken to keep us all safe.

Future editions

It is intended to issue a Newsletter about every two months or so to link to significant events etc - so the next/sixth edition is scheduled for early December 2020 - just after the MYA's electronic AGM on 28 November 2020.

This is the fifth issue...

.....of your MYA Newsletter and contributions from members or Clubs are still always welcome. In this issue you will find the next two introductions to the Clubs selected alphabetically - **Birmingham and Southwater Dabblers**.

There are no contributions from the racing elements of the MYA as, in case you haven't noticed, COVID19 or Coronavirus has closed everything down for the last 4-5 months. However, the MYA Council met only recently and a report on what transpired is shown below.

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

Did you know.....?

Firstly, there are **104 Clubs** affiliated to the MYA and of those, **35** 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.

The total number of MYA members shown on the website at mid February 2020 was 1,684 - **it is 1,760 at 17 September 2020.**

MYA EGM and AGM News

Firstly, the **EGM vote** on the new MYA Constitution was passed by a significant majority. The results were:-

Motion 1) 863 in favour, 365 against, 40 abstain. The motion is therefore carried

Motion 2) 863 in favour, 365 against, 40 abstain. The motion is therefore carried

Motion 3) 863 in favour, 365 against, 40 abstain. The motion is therefore carried

Motion 4) 904 in favour, 324 against, 40 abstain. The motion is therefore carried

The revised constitution therefore comes into effect immediately.

Secondly, the **AGM** is due to be held (electronically) on **Saturday 28 November 2020** and all members will be informed nearer the time how their participation can be achieved without having to worry about social distancing problems.

MYA Council news

I start with some great news, the RYA and their legal team have confirmed that they see Radio Sailing as an integral part of the sport of sailing and as such we can be classed as an organised sport under the latest Covid-19 Updates. Please note that you must check the exact updates in your locale.

This news allows us to continue with our sailing as long as your club has a written Covid-19 policy, however, as individual skippers and club members we must all consider the perception of what we are doing at this time which may vary from time to time and from location to location. It is fantastic that we can continue but we must think about how it appears to our landlords and visitors. We want to be sailing today, but also next month and next year, so let's be sensible with our approach.

I have been fortunate to talk to a number of clubs and skippers and their enthusiasm for the sport is undiminished, and their keenness to get back to sailing encouraging and shows the importance of our clubs and their members to all in the sport. The continuation of our return to sailing is important for many of us as we move from Summer to Autumn and the weekly meetings at clubs become more important to many. Late 2020 into 2021 has to be about club and district sailing - club days are great when supplemented by a bit of help and assistance, so if you are new to radio sailing, or have any questions, why not get one of the regular race winners at your club to explain how they do it or organise a Q&A on rig building or sail trim. These are all items that can take place in a socially distanced manner and then put in to practice in your club racing.

For those clubs that want to try something different why not try the RYGGED start system from the Lee Valley club? This is a way in which everyone can have a challenge, and the newcomer gets to practice their starts without feeling they should let the more experienced have the front row.

Visit <http://www.leevalleymyc.org.uk/rygged.html> for more info.

With current uncertainty, the MYA calendar will have a different look for 2021 and the yearbook will contain the MYA National Championships and Ranking events, but the district and open events will be posted directly on to the MYA website. This allows us to promote the district events on the websites whilst allowing greater flexibility on the decision dates for clubs and districts. Speaking of district events, hopefully these one-day events can be re-introduced in to the winter sailing calendars as they are a great introduction to the MYA racing structure and provide good competition whatever your experience; they also get you out of the house during what can be a long winter! Check out your district websites for more information.

Hopefully I will see some of you on the lakeside over the coming months.

Stay safe

Darin

Just one final reminder that the MYA are still looking for a volunteer to take on the Racing Officer role, if you're interested, get in touch and we can talk through the role.

MEASUREMENT TRAINING - OVERVIEW

The 2020 sailing calendar and the proposed training program have been decimated this year due to the Covid-19 pandemic. We are slowly resuming sailing at club level and council are monitoring the current Covid-19 situation and will update you via email and the MYA website as and when the situation changes. One of the planned training programs for this year was starting retraining of our MYA measurers. We currently have only five RYA approved sail measurers within the MYA that meet the requirements of the Equipment Rules of Sailing (C.4.4) to be Official Measurers.

Why is this important? Firstly, an overview of why we need to have RYA certified measurers. The RYA is the World Sailing member national authority (MNA) for all matters sailing within the UK including our radio sailing classes. The MYA is the national class association for the four international classes and the two national classes of the 36 inch and 6M.

The RYA has delegated the administration of the radio sailing classes to the MYA which acts as the governing body on their behalf and as such the MYA is the delegated national member (DNM). The MYA is a member of the RYA and IRSA and as a consequence we are all connected to World Sailing and bound to follow the administrative framework. This means we shall abide by the rules including the Racing Rules of Sailing (RRS), the Equipment Rules of Sailing (ERS), RYA regulations and the class rules for the four international and two national classes.

One consequence of this is that measurers for the international and national classes shall be Official Measurers who have been appointed by the RYA. Class measurement by the MYA follows RYA sail measurement accreditation. That is why it is important to address the fact that we have only five such measurers.

A little history: some 20 or so years ago the MYA had an initiative to get our measurers approved following correspondence (Peter Stollery, 8th September 2001) with the RYA in connection with ERS, and the requirement of the RYA to appoint or recognise the MYA's official measurers for the international classes. Following emails from the then MYA Technical Secretary to the RYA (Roger Stollery, 16th January 2003) it was agreed that an RYA sail measurer's course would be organised and held at the Bournville RS&MBC club house on 20th September 2003 attended by the MYA Senior District Measurers and the MYA Technical Secretary. The RYA trainer was Geoff Appleton. The attendees were five SDM's and Roger Stollery as Technical secretary of the MYA. The Scottish Senior District Measurer, Boyd Baird, did not attend as he was already a RYA sail measurer. An email sent on 5th October 2003 to Ken Kershaw, the RYA technical officer at the time, from Roger Stollery confirmed that the course had been successfully completed by those that attended. The MYA confirmed that the MYA would report annually to the RYA.

That was nearly 20 years ago, and the MYA currently has no records of any other MYA measurer being appointed by the RYA or that any yearly updates to the RYA have been sent. No agreement giving authority to the MYA was recorded regarding future appointment of the MYA's measurers.

That's where we were at the beginning of 2020 with the status of MYA measurers. However, it is Council's intention to have all measurers that want to carry on as MYA measurers trained and appointed as an RYA sail measurer. The cost of such will be paid for by the MYA as this is a service to our membership in general.

MEASUREMENT TRAINING OVERVIEW (continued)

An important element in all of this is that the RYA has agreed that our existing measurers may continue to certify boats and equipment until the end of 2022 without need for training – after that our measurers will need to be appointed by the RYA as Official Measurers. MYA Technical Officer, Graham Bantock, was hoping to have progressed the retraining of measurers during 2020, starting at Datchet in March and with further courses in the Midlands and North, but the Covid-19 pandemic has delayed that – to be resumed when possible. Thanks to the recent advances made to our IT and communication systems it is now possible to track all correspondence and keep accurate records of training and the resulting appointment of Official Measurers

I hope this very brief overview of the history of measurers helps you understand not only why we are where we are but also why we are taking the steps necessary to make sure that our measurers are given the tools and knowledge to perform their task to the highest standards.

Please all stay safe.

Kind regards
Terry Rensch
Chair MYA
chair@mya-uk.org.uk

And now for something completely different - and if you don't believe me read on.....



Left: What on earth is this about!? For an explanation please see Page 5 below

A wingsail for a Footy and a new Footy design

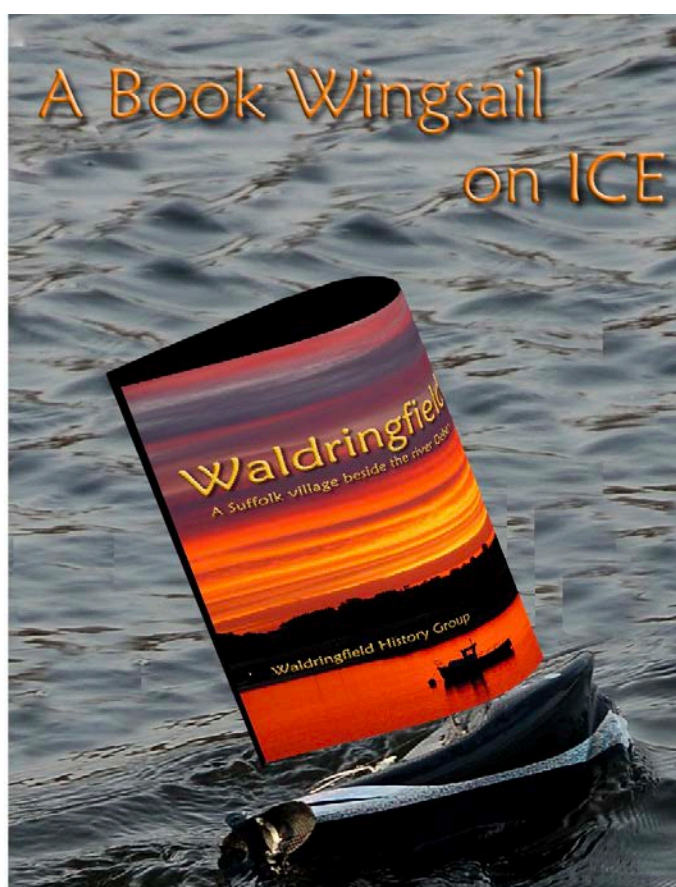
The coronavirus and Government Regulations have put all planned activities into disarray. However, out of the doom and gloom positive things have happened. With lots of things not possible on the sailing front, Roger Stollery contributed to a book about Waldringfield, a Suffolk village beside the River Deben.

This is a beautiful and fascinating place with barges and boats playing a big part in its history. After many hours of dedicated work by some highly talented people in the Waldringfield History Group, the 310 page A4 book containing 600 photographs is now at the printers and is due to be launched on Michaelmas Day, 29th September 2020.

This good news is tempered by the new Government Regulations limiting the number of persons in a group to 6. Whereas previously the book launch day was with groups of 30, this latest restriction has created a real problem. Roger has turned this into an opportunity with the idea that one can actually launch the book on the water with a book cover wingsail and film it for more widespread publicity. Whilst the image shows a photoshopped wingsail on his ICE Footy this has now been made and the second shot (below right) shows the prototype just pinned together, but working from the standard ICE set up. He hopes to get some time on the water with this at Frensham Pond MYG as soon as possible..

The new book 'Waldringfield, a Suffolk Village beside the River Deben' is currently available at a discounted rate and can be seen on the very slick online shop set up specially for the book - and just the photographs of this website give a clue as to the standard of the book in which according to the editors is stunning. Roger has contributed 47 photos including the cover.

It is worth a look on <http://waldringfieldhistorygroup.fws.store> and if you are interested and local to Roger he can collect your book from Waldringfield on the 29th September.



Our roving reporters - at last

As avid readers will know, we have two roving reporters (Quentin & Nigel) who, in spite of being locked away for weeks now, have produced a thoughtful piece about where MYA members are on “their spectrum”.

It should be appreciated that Q&N are not generally as serious and considered as this but it seemed a pity to discourage them and the space in this issue was available due to COVID cutting down on sailing and racing activities. Please read on!

Where are you on the spectrum?

There are over 1,700 members in the MYA in their 100 odd clubs. The variety of abilities, interests and ambitions of these 1,700 or so people is wide - so we felt it would be helpful to explore a spectrum of these qualities and see if the MYA can help to improve and enhance things by understanding better what members really want.

So, we devised **a spectrum from 1 to 10** as follows - with a brief description of the characteristics expected:

1. Is a builder of boats, rigs etc, who gets the majority of his/her enjoyment out of completing a great boat project whether or not the intention is to ever sail let alone race it. The skill levels of this person are high/very high.

5. Is someone who likes to build or renovate the boat which they then wish to sail/race. The building skill levels are tailored to the type of project taken on and are generally not as high as level 1 types.

10. Is someone who will buy a completed boat from a supplier or its previous owner and race it - often as they have few building skills or inclination to build one. This person will generally not have (nor wish to have) the skills required to build a boat/rig - and in some cases this determines the choice of type of boat owned and the ability to tune and race it.

.....and of course there are the seven other intermediate positions too.

Our contention is that:

- all members fall somewhere on this spectrum of 1 to 10 but will often move either way from time to time....
-but most will have a natural position on this spectrum which really only varies significantly due to opportunities or restrictions (like COVID lockdown!) or changes in circumstances.
- **the average position of all MYA members on this spectrum has moved upwards (towards 10) over the last decade or so.**
- there are many influences which affect a person's position on this spectrum - such as space to work, money, age, local conditions and club constraints, fashion etc. Some are permanent and some temporary.
- it is important for the MYA and its members and its clubs to have a broad appreciation of this spectrum and to understand what members want the MYA to do about it - if anything.
- should we measure this average position? To do so would require some form of survey or questionnaire to start the process - and regularly thereafter to identify movements in the average number.
- is all this too theoretical for words!? Perhaps we should just forget about it and let us all get on with enjoying our sailing/racing as we have done for years?
- if the MYA is to devise a way to increase membership numbers as discussed at the November 2019 AGM (up to or towards the magic 2,000) then.....?

Q&N

Editor: Quentin & Nigel are always up for a discussion I can assure you, so if you want to give them your views on the above please do so via this publication at your leisure. Thank you.

Welcome to the new Metropolitan and Southern District Councillor

Hi, I'm Peter Wilkins and as announced in the last edition of the Newsletter, I agreed in June to take on the role of District Councillor for The Metropolitan and Southern District.

This is the largest District in the MYA with 32 clubs and represents quite a daunting challenge. I would like to thank those Clubs that sent me welcoming emails, much appreciated. I came to radio sailing when I retired 4 years ago and joined Hampton Court Model Yacht Club, which sails in Home Park in the grounds of Hampton Court Palace. My sailing background goes back 50 years and includes both dinghies and windsurfing. I now sail all the classes that the club sails, IOM, A boats, Marblehead, 10R and the DF95, which we introduced last year and now have a fleet of over 20. We get a lot of interest from passers-by and the DF95 has enabled us to get some of them started in the sport; previously we could only suggest starting with an older IOM which was more expensive and not very satisfactory.

My first aim as District Councillor is to try and get to know the clubs in the District and I plan to visit as many as possible in the next 12 months and I will be contacting them to make arrangements. My job would be made a lot easier if club reps could look out for and respond to my emails – there won't be many, but I do need information to enable me to represent the clubs at Council Meetings.

I have now attended two Council electronic meetings and it has given me an insight into the work that Council does to protect the members interests and promote and develop our sport.

Focus on Districts - the Question

The question posed was “**are most clubs in your District now back sailing and/or racing after the COVID lockdown?**” Two Districts do not currently have a Councillor in place, so here is a sample from the four that do!

Scottish (John Owens)

For most clubs, the Covid-19 constraints have eased sufficiently to allow good club sailing as far as specific venues and circumstances allow. Of course, the >2m spacing is still a limitation and can be awkward to apply unless individuals remain at a specific spot during a race. Of course, as is normal this time of year, some venues are suffering from weed.

On **19th September**, the first 2020 MYA Scottish District event will occur and this is keenly anticipated. Hopefully, we can make this a safe, fun and competitive event. Based on the learnings from this, we hope to run at least one other MYA Scottish District event not long after.

Northern (Peter Baldwin)

Of the 24 clubs in the Northern District, I know of 9 that are sailing in some form and of these a number are racing. I did ask for an update from ND clubs prior to our recent Council meeting, but unfortunately did not receive a very high response rate. The number could therefore be higher than that indicated. One or two clubs did restart sailing after lockdown in a very limited way and then had to stop due to weed or lack of water. Fleetwood have had a number of successful days and evenings sailing DF65, DF95 and IOM, with visitors welcome. Birkenhead have run racing for club members with between 6 and 10 boats.

Midlands (Bill Green)

The vast majority of clubs in the Midlands District are back sailing. As a District we have concentrated on encouraging club sailing, getting it back up and running as we believe that is most important. We cancelled all the District events and don't intend to restart until 2021. We also re-wrote our Constitution (in line with the recently accepted MYA Constitution), which we will vote on at our virtual annual meeting. This is available to other Districts as a template if they wish to use it. Just contact myself for further information.

Met. & Southern (Peter Wilkins)

I emailed all the 31 other clubs in the District to see whether they were back sailing and only 4 replied! I do know that quite a lot are back racing under compliant conditions, but have no firm data. Summer weed is also a problem at the moment.

Focus on Clubs

Here is the latest article which gives all MYA members an insight into how other clubs, work, prosper and overcome difficulties. An arbitrary decision was made by your Editor to start with the first and last Clubs alphabetically, and now we are into the middle regions of the alphabetical club list.

Firstly, this time, we have Birmingham MYC.

Birmingham Model Yacht Club

The club was formed in August 1929 largely due to the support given by Birmingham City Council and a number of leading local yachtsmen. There have been many changes during our 90 year history but ten years ago we joined with Sutton Sailing Club and we are able to use their excellent clubhouse with its view over the lake.

We are mostly a racing club that sails the following classes:

IOM, DF95 and 65, RG65's, Micro Magic and Footy. We sail on Tuesday and Thursday afternoons from 1.30pm to about 3.30pm throughout the year.

We are a weed-free club and the view from the clubhouse over the race area is excellent.

Several of our members attend open meetings for the above classes and the current national Footy Class champion is a member of the club. We are also fortunate in having many ex dinghy racing members, one of whom has represented the UK against the USA and others who have won open and championship events.

With almost 40 members we are one of the largest clubs in the MYA and in normal circumstances we have a turnout of around 15 boats most race days.

We have undertaken several training sessions with the aim of enhancing our racing skills and knowledge of the rules. Other clubs in the area have joined us as guests at a number of these training days.

Visitors are always welcome and our membership fees are amongst the lowest in the Midlands area. Please feel free to call in to see us on any race day, you will be most welcome.

A sailing charter has been produced that encourages members not to argue or shout when racing and especially not with the race officer. This is reflected in the friendly and competitive atmosphere that exists at the club.

COVID 19 – We have seating by the lake at 2m intervals and informal pursuit racing for any boat that members wish to bring.

For further information please see our web page, meantime, here are some pics.



Birmingham MYC - the modern clubhouse with a super view over the race area (top) and it's a bit busy at the first mark (bottom).



Secondly, we have the Southwater Dabblers MBC.

The Southwater Dabblers Model Boat Club

The centre of operations is based at Southwater Country Park Lake Near Horsham, West Sussex. The Lake is a flooded clay pit and is all that remains of a once flourishing brick making industry. The bricks produced were a red engineering type and sold around the world. Many were made with the name Southwater impressed in the frog. They (or bits of them) turn up in many far away countries or beach that was part of or influenced by the British Empire. On closure of the brick works the whole site was landscaped and taken over by the Horsham District Council as a Country Park.

The rights to sail model boats on the water were obtained by a small group and the Dabblers club formed. This year the club celebrates 31 years of operation. The Southwater Dabblers is unusual compared to the majority of MYA affiliated clubs in that it is a Model Boat Club rather than a Yacht or Sailing Club.

It supports and encourages virtually all types of craft providing it floats - although some members have tried some that are made to sink, but hopefully resurface, namely submarines. The club has those who like a cruise around with a motor boat or those that like a warship to defend our country or a steam up with a Thames or Windermere Launch. We have our own qualified boiler inspectors to keep them safe.

We also have a strong sailing section and some members like to build or renovate and sail purely for pleasure. It can be an old racing boat resurrected, a scale or semi-scale schooner or own design. Our long-term member John Cadenhead, when on holiday some years ago in New Zealand together with a fellow New Zealand modeler put together the specification for a small boat for their young children to sail. They called it the Footy because it was a foot long. He returned with a couple of examples in his luggage which were well received by fellow sailors here. With input from others the design developed into the MYA approved Footy Class. A Footy Trophy which comprises of a full size mounted carved wooden foot is award for success in the class and is called The Cadenhead Trophy.

Today we have a large group of yacht racers. We were actively racing every Wednesday morning the following classes: IOM, DF65 with Fiesta, and DF95 - with a full morning being given to each class on a rotating events list.

Our rescue boat takes a considerable effort from our mostly retired members to get in and out of storage, so to improve that situation we have taken an example from our motor-boating members and now utilise a modified tug boat to take out the buoys for course marking. The tug has the deck superstructure replaced by a special shaped rear ward sloping decking and the buoys all have weighted mooring lines which are run out from the jetty behind the tug as it is positioned. With a step by the operator of the tug on the line running out from the jetty, the weight slides off the tug and brings the buoy with it. The buoys are retrieved by winding in the line. The putting out and returning of the buoys can be done by two people without getting wet or very much effort.

Unfortunately, the coronavirus has greatly reduced our operations. Being a natural or at least a man-made natural environment means that all boating operations are done in a relatively small area. This area is the main jetty/slipway to the water, so we are very limited to numbers allowed to be close to each other.

We hope for better times.

Richard Bailey
Dabblers Yacht Racing Officer.
August 2020

Corona Virus/COVID19/Lockdown tales and experiences

A number of Clubs and individuals have useful tales to tell about the recent problems and how to coped with them - and in most cases how to exit the restrictions both safely and in good order.

Firstly we have Gresford SC - near Wrexham for those who didn't know!

Hi everyone. finally we managed to start sailing again on Wednesday 16 July. We had 12 members sailing, mostly DF 65's as they could be rigged at home first. Being in Wrexham, Wales we have had to wait a little longer than our neighbours.

We have a new outside hot water sink on the clubhouse building & use of the disabled toilet separate from the other buildings. The dingy (dingy or dinghy?! Ed.) OD hut is now our one main base for the COVID regulations. Our 'O' boat for model retrieval is now permanently in the water & is powered by our electric outboard.

Social distancing on the boat is OK with its length and masks can be worn if deemed necessary. As for the sailing it was with a decent SW wind & my IOM on a No 1 rig was a bit quick for the rusty helm. The 65's managed OK on 'A's and we are looking forward to trying out other ideas like timed course trials & figure of 8 course with different starting directions etc.

We sail Wednesday & Saturday afternoons at the moment and would welcome any MYA members to visit on these days - if they contact the club first. Depth is OK for the largest of model yachts & cars are parked within 50 metres of jetty.

Sailing has also resumed at Lincoln, Norwich and no doubt many other clubs, so do please send in any suggestions on how to sail safely in these COVID times.

Letters to the Editor

Views on rigging, tuning and the universe!

Dear Editor

Thank you for the newsletter - an interesting read, not least because of the feature on the Emsworth Radio Sailing's solution to sailing competition. I am a member there, and sail in both DF95 and IOM class. In the publication you ask for ideas about building the interest and membership of the MYA.

This is my take on that subject, please bear with the introductory narrative as it underpins my thinking.

I have had a peripatetic relationship with sailing most of my life, and came across radio sailing by accident whilst meeting friends for lunch in Emsworth last November.

The net result was that I bought a DF95 as an entry level boat to the sport to see how I liked it.

Success encouraged me to go up a gear and buy an IOM since these are the two classes sailed on the Mill Pond.

The DF was great all the time using the A rig for which set up instructions exist. The lack of set up information for the B rig has been a pain in the back side.

So when I went shopping for an IOM my purchase decision was swayed heavily in favour of a maker that could give full support including set up for all three rigs as well as spare parts. Kantun fitted my requirement perfectly, and they also run sailing masterclasses.

All other boat designs I looked at were built by clever people but lacked the comprehensive user support I was looking for. I don't have the will or years left in my life to figure out how to make some of the more obscure designs work well. I am not alone.

Letters to the Editor (continued)

Our Club is a dynamic, friendly and inclusive, regardless of background. We have a wealth of sailing talent in the members and some amazingly good sailors. The common response to ‘how did you start?’ is the same. Saw it – looks fun, gave it a go, hooked.

The next thing surrounds the frustration of good boat set up, and the lack of definitive data for most boat designs, especially some successful past designs, such as Lintel MMX etc. The difficulty I would face racing a Lintel without set up instructions etc would just put me off buying one even at little more than a new DF. I am fortunate in being able to buy into a top performing well supported brand but I know that many are not. This just strangles the entry level market so important for the future of the hobby.

In my view, it’s time to get a bit more professional about all this business and move it into mainstream. Radio sailing is quite difficult, and we live in an age of entitlement and instant gratification. So like it or not, we need to recognise this and work with it. The makers of the Kantun have done just that, even to the point of being awarded a 50,000 Euro grant from EU to develop 3D one-piece mylar sails. That is the future.

To promote the sport in the UK, the MYA needs to recognise this and be more proactive, promoting the sport by raising the profile of both it and the MYA. It’s no longer old men playing with toy boats. They are sophisticated pieces of engineering design. So, here is a list of just a few ideas that spring to mind:

- 1 Run trial sailing days for the general public at venues around the country, using manufacturer support
- 2 Encourage the mainstream manufacturers (Vickers, Britpop, Kantun, etc to take part via their distributors
- 3 Build a library of set up info for popular designs, both current and past, to support new users e.g. Lintel MMX etc and make this available to all, not just members
- 4 Make the ‘boats for sale’ area on the web site available to all, not just members
- 5 Promote the interest amongst retirees through the organisations that run programmes for working people coming up to retirement.
- 6 Promote accessibility of the sport amongst male and females.
- 7 Run sail training programmes (entry level, intermediate and advanced) on various/specific classes of boat (use the makers of boats to support these).
- 8 Etc

That’s all for now. Hope this is of some assistance.

Malcolm Appleton - Emsworth RSC

Editor: There are no doubt many other views out there that will cover some or all of the points made above - in which case do please send them to me and they will get published - if there is room.

Please note that in a brief response to point 4 above (re the For Sale page on the MYA website), it has been accepted as incorrect.

Views on the iniquities of life at present!

Dear Editor

I wish to point out that when I was approaching the second mark last Tuesday, I was impeded by another boat even though I was on starboard tack and he was on the other, inferior, tack. What is the MYA going to do about this state of affairs? Should I, along with about 90% of the UK population “seek more clarity” on the interpretation of the rules in these “unprecedented” times? Thank you.

Quentin Lettuce