



## This is the seventh issue...

...of your MYA Newsletter - it has now been renamed e-Quaint as you can see above.

This new name is an unashamed rip-off from the much-loved **Acquaint** magazine in the early 2000's and it is hoped everyone likes it. Not only has the name changed but the format will be a little different too. There will be basically three sections - **MYA**, **Clubs** and **Classes**. The **first** will concentrate on what the MYA is doing for its members and Clubs together with letters to the Editor.

The **second** will include the usual two profiles of Clubs and include news directly relevant to all UK Clubs. The **final section** will have all the racing and Class news across all the MYA Classes and cover COG news.

**CONTACT THE EDITOR:** newsletter-editor@mya-uk.org.uk

## IN THIS EDITION:

Page 3	The View from the Bridge
Page 5	New Photo Competition
Page 5	Insurance - precis of terms, Unused boats register
Pages 7-9	Letters to the Editor
Page 11-13	Clubs - Poole and Watermead
Page 13-15	Newly arrived Clubs
Page 17	Classes/COGs - Training at Emsworth

## Editor's Recommendations

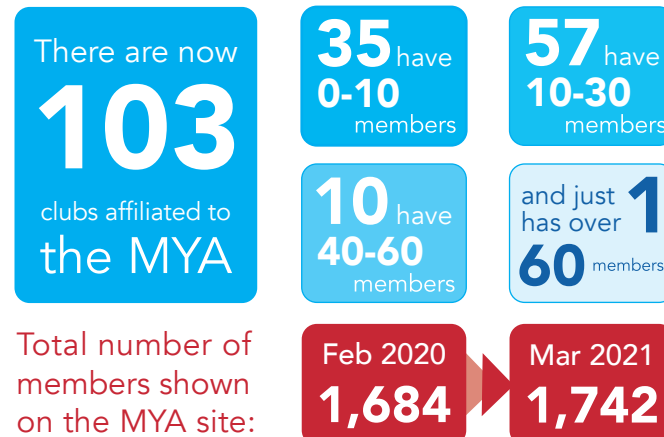
After reading the **View from the Bridge**, please do look at the **Photo Competition** with its list of glittering prizes - and the rather less exciting but nonetheless important piece about what the **MYA Insurance** is and indeed is not.

There are also fascinating articles from two Clubs - plus from two of our newly affiliated Clubs, **Wick RMC** (about how and what they sail right up at the top of Caithness) and **Royal Temple**. The wonderful joie de vivre and organisation that goes into training all **IOM/ DF skippers at Emsworth** is also a great read. All are highly recommended!

## A BIG WELCOME TO....

...the latest three Clubs to become affiliated to the MYA - which are Wick in Caithness, Royal Temple near Ramsgate and Springbok near Cranleigh - and to all new members.

## DID YOU KNOW...?



## Sailing Events/COVID19

It was intended to concentrate coverage in this and all Newsletters on the various big racing events and all the Club 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 when/how to resume sailing and it seems very probable that sailing can resume on or after 29 March 2021.

Whatever the result, all possible measures are being taken to keep us all safe - and to get back on the water as soon as feasible.

**Stay safe everyone!**



SECTION 1:  
**MYA THINGS**



## Future editions

It is intended to issue a Newsletter about every three months or so to link to significant events etc. So the next/eighth edition is scheduled for Summer 2021 - about mid/late June - followed by an Autumn edition in September and then a Winter one after the MYA AGM in late November.

## So, the first section is MYA things - large and small

### MYA Chair(man) - *the View from the Bridge*

As I write this the days are lengthening, the sun is shining, the sky is blue, and the lake is full, with a gentle breeze blowing across the calm water giving ideal sailing conditions. If only I could get a boat out and start sailing! It looks as though there may be the prospect of some friendly gathering and sailing on the horizon which I personally hope will include competition with my mates and maybe some travelling to events as the summer unfolds in front of us.

Despite the lack of sailing your Council have remained busy preparing for the better times ahead and trying to anticipate any issues that might result from our year without being able to gather and compete at the same level as in previous years. I mentioned in my Yearbook notes that we have found the use of video meetings useful and our monthly catch ups continue - something that keeps us all in contact and enthused. Calls to other members lead me to believe that this is now being taken up in our clubs and I do hope that you are all keeping in contact with each other. If you haven't spoken to your sailing mates in a while why not give them a call or arrange a video call as it's simple and a great way to keep everyone involved.

Returning to sailing is front and centre in my thinking and I am pleased to say that our Covid-19 team are keeping a close eye on both government and RYA announcements across the whole of the UK and will continue to update the MYA advice on our website as, and when, appropriate. I have heard from many of you who have received your first, and in some cases second, jab but for now please remain patient and continue to stay at home and follow the government guidelines.

Getting our clubs and their members back on the water is the top priority for your Council and supporting them with advice and information is our aim for 2021, but we haven't forgotten the "racers" amongst us, and I know that clubs and

districts are making plans for the reintroduction of competition. You will no doubt start to see some event entries opening up in the near future for our larger events and look forward to the buzz that this will create. Keep a close eye on the website for NOR's and entry details.

There will no doubt be discussion points raised by the lack of top-level competition in 2020 and early 2021, particularly as the international sailing calendar for 2022 is announced. We are fortunate in the MYA that our racing structure is well documented and much tested although the MYA Race Regulations team are considering the current ranking list situation. By the time you read this there may have been an announcement clarifying the ranking regulations and how this affects the ranking lists.

As previously mentioned, your Council have been meeting electronically each month and the District Councillors (DC) have been having their own catch-up meetings with Vice-Chair Darin. I recently sat in on one of these and the discussion was varied and the councillors were offering each other assistance with questions raised by their local clubs. I really like this approach and would urge you to contact your DC with any concerns so they can be discussed in these informal catch ups.

Many thanks to Vinnie Zammit for stepping up at short notice to become the DC for the Eastern District following the sad and sudden passing of David Perkins and to Craig Richards who as the South West District secretary is handling matters in his district.



## the View from the Bridge

/cont

He would welcome more input from the members in the South West and anyone who can offer some time to help him organise the district would be much appreciated by myself as the MYA Chair and Craig as well.

Please don't forget that the MYA is a voluntary organisation and all of the fantastic clubs, events and structures that we have in place rely on you as members to give some time to maintain this, whether this is locally within your own club, regionally within your district, or nationally, without volunteers we have no sport.

Thank you to all of you who have in the past, now, and those who will step up in the future, for volunteering, we all appreciate your efforts.

Speaking of volunteers, I am really pleased to see the progress and enthusiasm of the IOM group headed by Malcolm Appleton, these members are really pushing the class and building on the other class groups to keep pushing the growth of radio sailing in the UK, if you have a passion for any of your classes why not talk to your class captain and see what is going on or offer your help to promote the class.

### Vacancies

I have mentioned some of the many volunteers in this View from the Bridge but we can always do with more, at this time with the potential resumption of district and national sailing it is important that we continue to search for an MYA Racing Officer. Please don't be put off by the title, what we are looking for is an enthusiastic racer who will co ordinate the calendar, act as a central point for racing enquiries and promote the fair sailing principles that we encourage. There is a wealth of experience behind the scenes to give support and advice, deal with the trickier questions and work as part of the racing team. Please do not be daunted by the position it is a great way to contribute to our sport.

We also continue to search for a Marblehead class captain - please do consider this if Marbleheads are your passion. Do you have IT skills? Why not contact your club, district, or class to see if they need assistance with their website. If these roles or any others take your fancy, please contact me.

There is plenty going on within the sport and I am sure I have missed something, but for now all I ask is that you all Stay Safe, be patient and enjoy the time in the not-too-distant future when we can again get outside and sail with our friends and competitors.

*Phil Holliday*  
MYA Chair



*picture: Penelope Ballington*



*picture: Penelope Ballington*





## PHOTO COMPETITION

Starting from now, there will be a Competition for the best photo submitted in the first three e-Quaint editions each year - plus an even more prestigious Annual Prize too. The first winner will be announced in Edition 8 in Summer 2021 and the annual prize will be awarded at the AGM each year. The reward for the best pic in each edition will be £25 in High Street or MYA vouchers - and for the Annual Prize it will be £100 for first, £50 for second and £25 for third - again all in High Street or MYA vouchers (M&S et al - winners to choose).

In view of this glittering set of prizes, there are some Rules - nothing to do with Port or Starboard but rules nonetheless. These are:



1. All photos submitted must be in high resolution JPEG form and sent to the Editor of this prestigious publication via the MYA website at <https://mya-uk.org.uk/e-quaint-photo-competition/>
2. Each photo submitted must have been taken by an MYA member.
3. The MYA is entitled to utilise all photos submitted as it sees fit both now and in future and the contributor will be recognised.
4. The subject matter must be RC/Free/Vane sailing yacht-related and should include people, surroundings and faces where possible.
5. The quality/resolution of each submission will be a factor in the judging process.
6. The judging of the photos for each e-Quaint edition will be done in the 2 weeks before that edition - and the Editor's decision is final even if (in fact, especially if) he is wrong.
7. For the annual prize, the photo must have been submitted at least 14 days before the MYA AGM and will be judged by the MYA Trustees and President (who cannot therefore win!). All photos are eligible for the Annual prizes if submitted within 12 months of the relevant AGM.
8. The prizes will be awarded and issued directly the relevant e-Quaint edition has been circulated.
9. E&OE



## MYA Insurance

If you ask most people "what does the MYA provide for its members", the first item mentioned is usually "the Insurance". So what does this Insurance actually mean and what does it cover?

### Here is the answer:

The Association arranges on behalf of the individual Members, a Public & Products Liability Insurance policy that provides an indemnity limit of £5,000,000 per claim.

In order to ensure that it provides cover for the said individual Members, the policy is arranged in the name of 'The Committee and members FTTB (for the time being) of The Model Yachting Association jointly and severally for their respective rights and interests'

The basis of the policy is to provide indemnity where the Member is legally liable for injury to a Third Party or causes Third Party property damage or loss. The policy does not however cover damage to property in the care, custody or control of the said member.

In the event of a Third Party Property damage claim the policy subject is subject to a £500

excess. The policy provides indemnity for Members based in Great Britain Northern Ireland the Isle of Man and the Channel Islands and also extends to include occasional International Model Yachting events but excluding North America, Canada and territories where the UK Foreign Office recommends avoiding travel.

So now you know! Please note that over the years some misconceptions about what is and is not covered may have arisen (eg: Clubs are NOT covered), so please read the above as it is quite short and then, if you have any further questions, please notify either your District Councillor or the MYA Treasurer - or write to the Editor.

*Thank you.*

### ...and now another Insurance matter.

We all have boats and kit which sometimes get damaged or even lost and many members rely on their Home Insurance to cover such costs. However, the MYA is investigating setting up an arrangement for all its members to secure such specific cover as they wish via a dedicated Broker for such policies. Hopefully, the member would receive a rate discount on the premium paid.

*Watch this space.*



## Returning old(er) boats to the water

We all hear the complaint that getting hold of a decent quality used boat is difficult. We also hear the (possibly apocryphal!) story that there are loads of used boats in lofts and garages that their owners never sail for a whole variety of reasons.

The aim is to put these two things together and introduce a Register of unused boats of all types to encourage existing and new MYA members to get them back on the water. It may well be that an owner feels that a boat needs too much work/expense to make it competitive but that can be managed in a variety of ways. As the biggest class, it is no surprise that the IOMs are looking at this actively - but other classes can benefit too. If you have a view about this please tell someone - anyone! Again, watch this space.

### Update from SmartWinch

Some of you may be wondering why it's difficult to get supplies of RMG winches and accessories. The simple answer is COVID19. RMG is a very small business with only three employees based in South Australia keeping the radio sailing world supplied with their products. If you put together very stringent lockdown rules in Australia that stopped all movements for a significant period of time, with a big chunk of the world building and refurbishing RC Yachts in their assorted lockdowns, on top of a normally busy business, you have a small business, with high demand and low production which means a big backlog of orders that is very difficult catch up on. So, we are in that situation now and there is about a two to three month lead time on winches. If you need a winch in the reasonably near future, I suggest that you ring me and I'll add you to the list that I have on a first come, first served basis. Repairs are not so badly affected as I've been able to stay on top of them as long as I have a stock of parts.

My phone number is 07780-952083 or email [info@smartwinchuk.co.uk](mailto:info@smartwinchuk.co.uk).

Bill Green  
SmartWinch

*Comment from Editor: It is not usual for quasi-commercial pieces to be included here - but as so many of our members are Smartwinch users, it seemed fair on this occasion.*

*No doubt you will tell me if you disagree!*

## MYA Communications

Nowadays there are many different ways in which any organisation can communicate with its members - by mail or by phone etc - but principally electronically. This is cheaper, less intrusive (arguably!) and is easier to manage with member lists etc.

Even electronically there are a lot of different ways - such as Social Media, Websites or emails directly to members. According to the type and immediacy of that communication these different methods can work for the MYA, Clubs and Districts - but sometimes the quantity of all these can get too much for some members. That is appreciated and every effort is made to avoid over-burdening people. Of course there are many members who, especially in these quiet times, appreciate receiving regular and useful news.

To try to tailor the right methods for the right subjects and urgency, we are devising a Communications Strategy designed to suit as many members as possible - but it will inevitably not be right for 100%!

The point is that if you have an opinion to voice about this please tell (by whatever method you choose!) your District Councillor or COG Captain or e-Quaint or any MYA Council member - but please do not feel you need to suffer in silence.

## Pre-measured sails - a rumour

This subject has been around for some while and it is rumoured to be back on the agenda. The possibility of allowing sail and rig suppliers to self-certify their products as conforming to Class rules is believed to be both feasible and beneficial to both those suppliers and members.

Clearly this would need to be applied differently between say 10R and IOM classes due to the one design nature of the latter - but not of the former!

**Watch this space.**

## The RYA Dinghy Show 2021

In case you did not see this anywhere, the Dinghy Show for 2021 became a virtual show! The venue was going to be Farnborough, Hampshire but due to COVID, it could not take place there. It was therefore held as a free virtual show on 27-28 February last.

However there are high hopes that in 2022 it will indeed be held at Farnborough as intended this year.





## LETTERS TO THE EDITOR

This is a permanent opportunity for any member to express an opinion, ask a question, air a grievance or even say nice things! As ever, humour and relevance will be the main deciding factor on whether to publish a letter. So, here is this Issue's first, about Official Measurers, which includes (NOTES) in various places - duly referenced to the comments on the page beneath.



### **Trials of an Official Measurer - not literally of course!**

Seven years ago (in 2013) some members of the Frensham MYG club, where I sail, started to design and build a number of model yachts in the main classes of IOM, Marblehead and 10R. We soon realised we needed a club Official Measurer (OM). Being on the club committee I, along with another member, Graham Whitehead, stuck our heads above the parapet and approached MYA Technical Officer, Roger Stollery to ask if we could be trained for this role. He agreed and so our journey started.

First, we were introduced to where we could find the current rules and told to look them up and familiarise ourselves with them. Our first practical training session took place in our MYA TO's workshop. (NOTE 1).

We were given a set of IOM top rig sails, made by a well known manufacturer, and told to measure them. Our conclusion was that they were over size. We were correct, but during this process we came to appreciate how accurate the TO expected us to be and what was required in the way of measuring tools. Tape measures had to have the guaranteed accuracy marking, be steel rules of good quality and as for weighing on our measuring scales, the TO applied a known standard weight which was used to calibrate them. We now have a very small correction factor to apply to each result we record. (NOTE 2)

As our journey continued, we were lucky enough to have the use of a large conservatory in which to carry out our measuring. The measuring of each new class presented to us was checked by the TO and our ability to carry out an accurate measure noted.



.../cont

We also needed to equip ourselves with measuring tanks for the IOM and 10R classes, so these were built in marine ply along with an adjustable meniscus reducing 'edge' to accurately locate the waterline marks for the 10Rs. Finally two melamine-faced boards were set up as our 10R sail measuring surface and marked up with lines at 200mm spacing for numerous 10R sails cross widths. We were then accredited by the MYA TO to measure all 3 classes. (NOTE 3)

All went well initially, but, after July 2016, we started to have problems with the online documentation, particularly for the 10Rs. Initially we were told we were not using a compatible programme for the forms, then that our computer was not up to the task. (NOTE 4) A new computer was purchased along with the recommended programme and all the while a great series of amendments kept being issued from IRSA. Even as recent as November 2020, we found a problem with the documentation for Marbleheads, but thanks to some quick phone calls to the Registrar, this was sorted.

When we started on our measuring activities, we decided to make a small charge for our services to try and offset some of the costs that we incurred for investing in tools and equipment. In practice our charges have not covered even the initial costs let alone the ongoing ones - but this is what we gladly put into our hobby for the benefit of our fellow sailors.

We have had some fun along the way:

- the IOM that was 10mm too long - the builder had forgotten to allow for the bumper. He took it away and cut 10mm off the transom!
- an IOM with the fin firmly glued to the hull and not removable as required by the class rule.
- 10R sails that were well over size and battling with the measurements to see how much they needed to be trimmed to get within class.

Thankfully all the boat owners took their failures in good part and did what was necessary to get them up to standard. New rules have been introduced and the documentation has become more complex, even in the few years we have been carrying out measuring duties.

Possibly this is because the inventive model yacht builders and designers are finding ways round them to improve the performance of their creations, but more likely IRSA are making changes to keep up with the changes in the World Sailing, Equipment

Rules of Sailing definitions etc. (NOTE 5)

The latest wheeze being introduced into our hobby by those at the top is a requirement for all OMs to attend a RYA sail measuring course by the end of 2021. If I have been told correctly, this course entails learning to measure full-size dinghy sails in addition to an annual fee will have to be paid to the RYA for them to appoint Official

Measurers for the MYA. (NOTE 6) We question whether this will teach us to measure sails attached to their spars to the nearest mm, locate the waterline of a 10R or check the radii on Marblehead sails! (NOTE 7) Whilst it is important that class boats race one another on a level playing field to the same rules, is all this necessary for over 70% of the MYA membership who are just club sailors?! (NOTE 8)

Would we do it all again? Up to now, you bet - going forward, we'll see...

*Keith Parrott*

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## Comments/answers from the MYA Technical Officer - Graham Bantock

1. Not everyone lives close enough to the MYA TO to receive his direct training. And it would be un-reasonable to expect him to travel all over the UK to deliver such training. Not all MYA TOs will be able teachers or examiners of their students. If a robust and enduring system to handle the training of MYA measurers, from as far afield as Falmouth and Fife, is to be created, a different approach needs to be established.

2. It is not appropriate to use a correction factor in this way. The calibration of weighing scales is something that should be done each time the equipment is used using the appropriate value calibration weights of known minimum standard.

3. Official Measurers, as required by the relevant class rules, and as defined in the Equipment Rules of Sailing, shall be appointed or recognised by the Member National Authority (Royal Yachting Association in the UK).



.../cont

4. It is an IRSA requirement that all certification shall be produced using the official software based on the Excel spreadsheet and Word documents. This is to ensure compatibility of the results and transferability of files between measurers and the certification authorities. Anyone not using a pc with those programs will need to ensure their machine is correctly adapted to support them.

5. A very few changes in the ERS have resulted in necessary changes to the class rules to keep their effect the same.

6. The MYA/RYA agreement made at the outset of 2020 to establish the way in which the RYA would appoint Official Measurers (OMs) for the model classes established that the minimum requirement would be for the candidate to attend and pass the RYA Sail Measurer course. It also established that appointment of Class Measurers, from among RYA appointed Sail Measurers, would be the responsibility of the MYA. It is an RYA requirement that OMs shall be RYA members the fee for which may be claimed from MYA funds. The RYA also agreed that existing measurers would be able to continue their trade until the end of 2021 without any further appointment. It would be normal for any measurement course to demonstrate the different methods employed for measurement of equipment. The methods are invariably independent of scale and the size the sail is on which a technique is demonstrated is of no concern. Sadly, the first Sail Measurement course scheduled for Datchet on 18th March 2020 was cancelled at only a few days' notice. When the RYA is able to resume the safe delivery of these courses we will know how much time has been lost due to Covid-19. At that point we will be in a position to discuss an extension to the 'end of 2021' deadline.

7. I can think of no reason why candidates cannot be taught to measure sails attached to spars and to the nearest millimetre. The other measurements referred to are not Sail Measurement related but fall within the MYA's responsibility to train and appoint class measurers.

8. This is not a technical matter. The class rules exist for a clear purpose and their application is well defined. Whether clubs require the equipment their members use for events within their own jurisdiction shall be in compliance with the class rules is not something the MYA feels it can, or wants to, dictate.

### **In general**

An important point to note is that nothing fundamental has changed – the requirement for an Official Measurer to be appointed by the RYA (for the UK) is the same now as it was in 1997.

## **Two letters from Northern Club members**

**Q:** How do I find out when the NoR will be published for an event?

**A:** ...to which the answer is contact the host club for clarification and an indication of dates. As far as when entries will open, that again is up (or down?) to the host club to tell you. Hope that helps.

**Q:** There seems to be a shortage of second-hand boats of all classes available at the moment and especially the IOM. Posts on Facebook and the MYA Forum suggest that a number of people are looking for a boat suitable for club racing without success. Somehow, we need to find a way of liberating older but serviceable boats that may be languishing unused in homes and clubs. Can the MYA find a simpler way of encouraging the sale of unused boats to both new and upcoming members to the sport and potentially increase the overall membership if we were to get additional people interested in the sport and join clubs? Perhaps if the process of posting For Sale or Wanted adverts is simpler and they are visible in a more prominent way on the MYA website (using a "Classified" Tab or similar?) that may help. Keeping the posts up to date and relevant would also be useful and if it wasn't simple for a user to delete an advert then they auto expire after say a month and the user has to re-post? There is anecdotal evidence that some people have found it hard to both find and post adverts (for sale or wanted) in the past.

**A:** .....to which the answer is to be seen elsewhere in this publication - Page 6 to be precise - well at least a partial answer as these things take time. Please encourage members you know to sail their boats (pretty obvious really) or consider parting with them via the scheme being worked on currently.



*Boisterous sailing at Wick - see Page 13*



SECTION 2:  
**CLUBS**



## ...and the second section concentrates on Clubs

Firstly, a big welcome to three new(ish) Clubs about as far away from each other as could be imagined. At the very top of Scotland the recently arrived club is the **Wick MYC** - and at the very foot of England is **Ramsgate**, Kent where the Royal Temple YC lives - and a bit closer is **Springbok**, near Cranleigh in Surrey.

Secondly, 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 well into the middle regions of the alphabetical club list. **Firstly, this time, we have...**

### Poole RYC

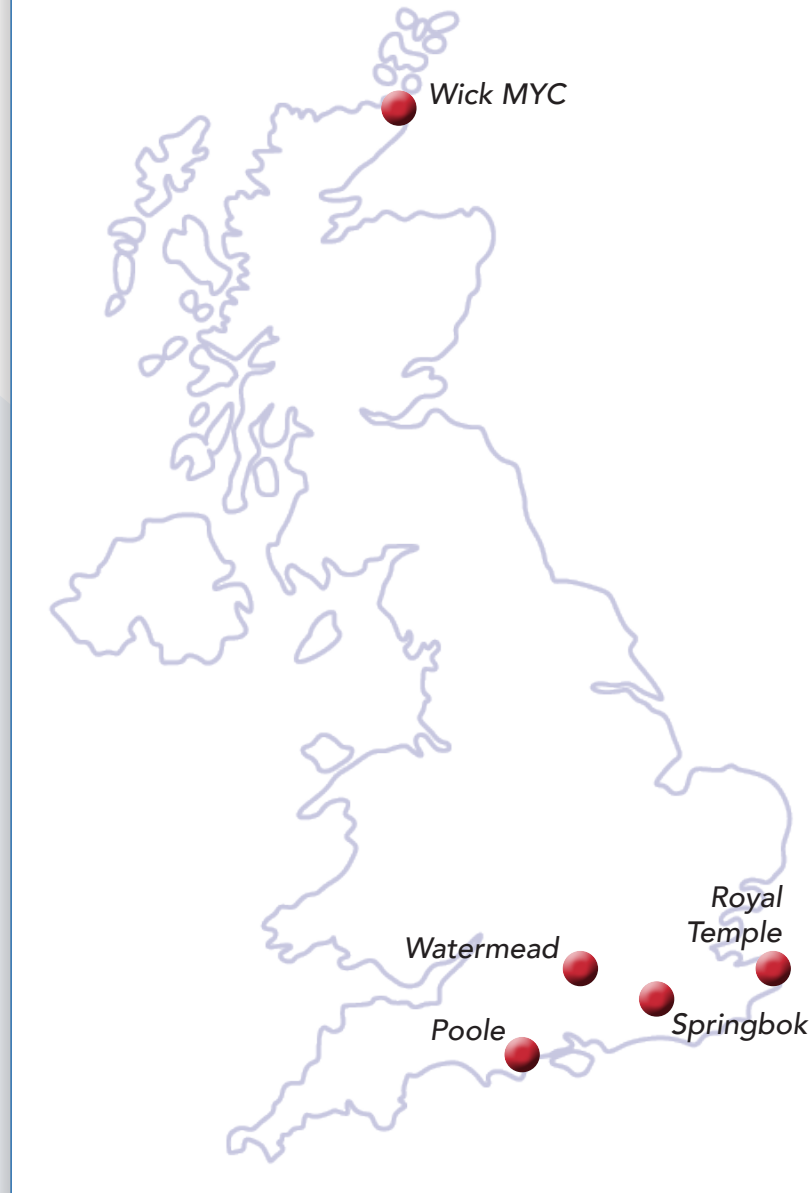
We are one of the oldest model yacht clubs in the country. The club was established on our present site in 1950 although we have records that show that a model yacht club was active in Poole Park in the early part of the 20th century. I understand that the clubhouse that we presently have was originally a Second World War POW camp building and plenty of regular TLC which has ensured it is still in regular use.

Nowadays all of our racing and scale sailing is radio controlled but until the latter part of the 20th century we were an active and prominent vane sailing club although when you see the width of the catwalk that separates our enclosure from the main part of the lake you can't but feel that there must have been a high degree of involuntary dips in the lake whilst tacking a boat from the far side.

We are lucky to have our clubhouse and boat store on the edge of our sailing lake. Our dedicated sailing area is approximately 6 acres which is separated from the main lake in Poole Park by a cat walk. However for larger events and if the wind direction suits we can lay buoys in the main lake which gives us more than 60 acres of water to play with – something of a challenge to the eyesight!

We are also extremely lucky to have use of a second sailing venue at Longham Lakes near Ferndown, which has proved popular for Marblehead and 10 Rater skippers when they visit for Open events.

### Focus on clubs



### We regularly sail 4 classes within the club:

**IOMs** with racing held on 3 mornings a week and we also race the IOM at Longham. We can see up to 15 boats on the water for club racing.

**RC Laser** which race on two occasions each week and here we see up to 10 boats for each session.

**Dragonforce 65.** This is a recently adopted class which we chose in the hope that we could attract newcomers to our sport. To date this has proved quite successful with about 15 DF65s now in the club. We have two racing sessions each week for the DF65.

**8 Metre** - this is a class of yacht that we adopted within the club a few years ago when our lake was experiencing weed problems. It is about 1 metre in length has a single rig and benefits from integral full length ballast which allows the boat to cope better with weed.



Poole .../cont

I am happy to say that our weed problem seems to have disappeared (hopefully permanently) but the 8 Metre class has maintained a good following with as many as 18 boats appearing on the water. Two race mornings a week are set aside for these boats.

**Scale Sailing** - we also have an active Scale section within the club and you can see some lovely models on the lake, particularly on the Open Days that we run on several days throughout the year.

Like many other clubs we are struggling with the restrictions surrounding the Covid pandemic and, because we mainly operate within a heavily used public park, we have not had the degree of model yachting is virtually at a standstill throughout the country.



flexibility on sailing that some other clubs might have benefitted from. Currently this is somewhat irrelevant as we are in a total lockdown and in order to maintain interest amongst members we hold regular on line social get togethers, sometimes with talks – not necessarily sailing related and we are also looking at running a series of virtual on line racing to keep skippers busy.

We are also very lucky in having one of our members who is both enthusiastic and experienced in IT and he has created a new web site for the club [www.pryc.co.uk](http://www.pryc.co.uk) which is well worth a visit and which has proved an invaluable addition to communications within the club in these trying times.

*David Munro*



## Secondly - Watermead MBC (near Aylesbury, Bucks)

Watermead Model Boat Club began life in 1995. A few scale enthusiasts got together and spoke to the lake owner to come to an agreement to sail model boats on the lake. Initially the models were all scale of various types until one member asked the secretary of the MYA, Henry Farley, about model sailing yachts. How could the club go about holding races etc?

Henry with the MYA turned up with six one metre yachts and put on some racing, showing how to set up the courses and allowing club members to have a go. The seed was sown with a few members and racing yachts began to take off. This event was soon followed by a joint competition run by Lee Valley - but held at Watermead. Visitors and club members were mesmerised by the event and a racing yacht section was born.

Over the years the club has run at about 20 sailing members and 25 scale members. On the scale side we have naval scale models, steam driven, moderate electric - and everything in-between. During the summer months there are always 12 to 16 members showing their beautifully crafted scale models. The Club 500 boats also have a regular race meeting over the year.

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The yachting began with the One Metre, which is still the club's main racing yacht. We also race Marbleheads, Micro Magics, Dragon Force 65 and RG 65's. The races are held on Sunday mornings with a full year calendar covering all the other yachts on different weekends. We regularly have 10 to 14 racers all keen to take part. The racing is not too serious, and we would prefer to have fun and enjoy the morning racing rather than become adrenalin junkies. Results taken are then totalled up at the end of the year to see how each skipper is doing. The club has hosted many events over the years - hopefully to everyone's satisfaction.

Like all clubs., this pandemic has had a big effect on the club and all members are itching to get back to the lake. We are all hoping that Easter (2021) will be the start of sailing.

As Aylesbury is close to many towns, we always welcome anyone interested in trying out model boat sailing in any form. So, once life is back to normal, come to visit on a Sunday morning between 10am and 1.00pm.

*Clive Bardell*  
Sailing Secretary



## ...and thirdly some new Clubs - starting with Wick MYC

Wick Model Yacht Club (WMYC) has been sailing at Sarclet loch since 1926. Although it is thought that model yacht sailing had been undertaken in this location prior to this date we have yet to unearth any documented evidence to support this, however the current club records detail that the club was officially constituted in 1926 and has basically followed the same format ever since.

Sarclet loch is a natural loch located approximately 3 miles south of Wick (just off the A99 at Thrumster) and is approximately  $\frac{3}{4}$  of a mile long. Racing is undertaken every Saturday during the season which begins in February and ends in late June. Unfortunately, the growth of weed in the loch generally prohibits sailing outwith these dates.

Two classes of yachts are formally recognised by the club, the 5ft class and the 4ft class, which are both unique to our club. Historically the only class specific measurement criteria was that the 5ft class was restricted to a maximum deck length of 5'6" and the 4ft class restricted to a 4'2" deck length. These restrictions have evolved slightly over the years but remain relatively simplistic which leaves lots of room for the development of unique hull designs and general tinkering with rigs and configurations.

Both classes remain relevant to the club, but races are now predominantly based on the modern 4ft class. Back in the day these boats were very much unique in design however the modern fleet is broadly based on Marblehead designs with various modifications having been made to suite our environment and unique sailing style.



.../cont

Many 5ft class boats can still be seen within the club fleet but their sailing activities are nothing like they used to be. Again, the older boats were unique in design but as time moved on the fleet evolved to incorporate designs such as modified A class designs and scaled up Marbleheads which became very effective and competitive.

What sets WMYC aside from most model yacht clubs is that our sailing is completely free by which I mean we have no rudders or remote sail controls. Some members have experimented with vane etc however this is not the norm. We rely solely on rig setup and sail trim to control the boats. Our races consist of sailing from the North end of the loch to the South end and back again, a total distance of approximately 1 ½ miles which means that every race is different due to changes in wind direction and speed, so a good grasp of sailing principles is handy. With races typically taking around 25 minutes (give or take 5 or 6 minutes) this also makes for a "nice cross county jog" for the sailors which definitely gets harder as the years pass and does make you question your sanity at times.

Although the popularity of the sport in Caithness has suffered severely over the last couple of decades a number of hardcore enthusiasts continue to build boats and race on a regular basis. Where historically fleets in excess of 20 competing boats used to be a regular occurrence, fleets of 4 – 6 boats now seem to be the norm, which is unfortunate, but I suspect not uncommon in these modern times.

Having said that, WMYC members have no intention of giving up their activities and will continue to sail (for as long as we can keep pace with the boats). We are fortunate in that we have a number of enthusiastic junior members who will hopefully continue to fly the WMYC banner after the rest of us have passed our best, and we will continue to explore ways to introduce new members into our unique and friendly club/sport.

You never know, in these strange times maybe an opportunity to get out in the fresh air and get a little exercise while having a lot of fun in the process may be the encouragement people need to get involved.

Due to the uniqueness of our activities, the club recognises that it is not easy for new potential members to come along and get involved.

*Ed - some hair raising pics to the right*

As a club we are lucky that a number of boats have been made available by both current and past club members, so anyone wishing to have a go can get the opportunity without any financial commitment, and our members would be delighted to support and assist anyone wishing to get involved and have a go.

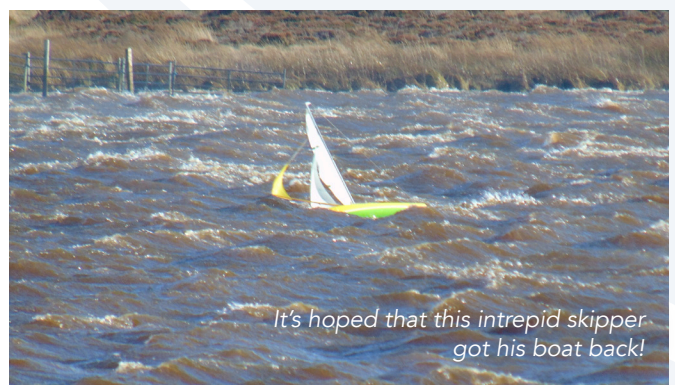
*Graham Robertson  
Wick MYC*



*This is what it looked like at Wick MYC some years ago. Any guess how long ago?*



*Two more up to date examples of what it is like launching at Wick.*



*It's hoped that this intrepid skipper got his boat back!*



## The Royal Temple Yacht Club



The Royal Temple Yacht Club, which became affiliated to the MYA last year in the Metropolitan and Southern District, is located on the harbour front in Ramsgate.

The club is primarily one of the countries premier big boat cruising and racing clubs, having a long history dating back to 1897 when it was founded by a group of yachtsmen who sailed from the Temple Steps on the Thames in central London. It relocated its sailing activities to Ramsgate in 1896 where it has the benefit of good access to cruising and racing waters. It has a clubhouse which would make other MYA clubs very envious, boasting a bar, dining room, snooker room and overnight accommodation!

The club has an active group of members who sail RC Lasers every weekend in the harbour between November and April when sailing of the big boats is restricted. The club has a fleet of 14 boats and racing is competitive, generally with a turnout of 8-10 boats completing 8-12 races, finishing in time to get to the bar.

*The Club is happy to welcome fellow MYA members.*



SECTION 3:  
**CLASSES &  
CLASS OWNERS  
GROUPS (COGs)**



## Finally, the third section is about Classes and COGs

Firstly apologies are due to our **6 Metre owners as the Six Metre Nationals** event date was omitted from the MYA 2021 Yearbook when it was completed last month. It is scheduled for **30/31 October 2021** and while we all hold our collective breaths to see if COVID will allow it.....

### Training - mainly re IOMs and DF - at Emsworth RS

Emsworth Radio Sailing is organised by members from Emsworth Slipper Sailing Club (ESSC) and Emsworth Sailing Club (ESC). Emsworth is a large village on the south coast halfway between Portsmouth and Chichester and at the northernmost end of Chichester Harbour.

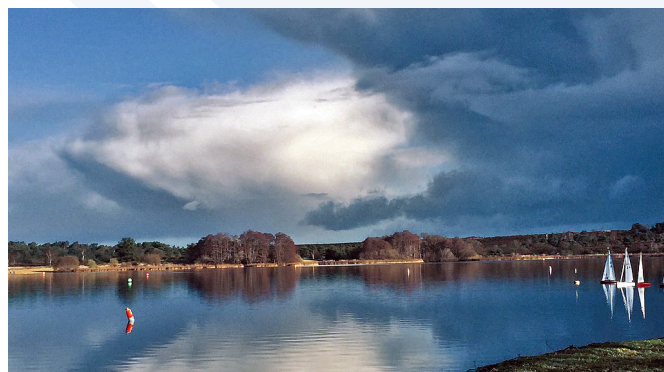
Back in "the olden days" when the village was famous for oysters and fishing there were also about seven mills driven by the waters of the River Ems. One of those mills at the bottom of South Street was converted into the club house for ESSC in the 1970's. Between the two clubs is the Mill Pond created by a wall running around the Eastern side to contain the waters of the Ems enough to run the mill.

Up until 2017 members only raced International One Metre yachts, but with the coming of the DF95 the membership has doubled and is now in the 70s. Fleet racing is organised separately for the classes With the IOMs racing on Thursday and Sunday mornings in the Winter and Thursday mornings and Tuesday late afternoons in the Summer.

The DF95s have fleet racing on Tuesday and Saturday mornings throughout the year. Competition is keen with a very high standard but with the honours shared between up to 10 Skippers in both fleets. The members pride themselves on the friendly atmosphere and, although the skippers do take the racing seriously, there is a lot of joshing and leg pulling. Our members include one who is an International Judge for match racing, one who is an International Race Officer, who goes all over the world running regattas for classes such as the 49ers. There are two Olympic medallists from way back and at least two Dinghy Class National Champions. Everyone aspires to improve but also to keep the friendly atmosphere.

In about 2015 one of the members who was a very experienced sailor but very new to RC sailing decided that he needed to improve, and decided to go down to the Mill Pond on Monday mornings to play with his boat alone. Some of the other "also ran's" saw what he was doing and asked if they could join him. It was a bit like the blind leading the blind to start with but soon some of the "good" skippers came down and gave advice.

There was clearly improvement for most skippers, and it was very enjoyable because there was no pressure. In the winter of 2018/19 Dave Cockerill, who had just retired as the coach to the Topper Squad offered to come on a regular basis and transformed the training. Not only was he a coach but he was also one of the top Skippers in both the IOM and DF95 fleets. He sets all sorts of challenges and games trying to improve our control and handling at the start and when rounding buoys, and even simply improving how we tack and gybe. The numbers have increased to about ten or twelve DF95s and five or six IOMs at each session. When the Pandemic struck, we had to reorganise to keep numbers under control and we split to two sessions with the DFs from 09:30 to 10:45 and the IOMs from 11:00 till 12:15. Unfortunately, with lockdown, we have not been able to sail at all. One of our other members who has just retired and who is a whizz at electrics and electronics has offered to join us to help the "beginners" with set up and looking after the innards of their boats.



## Emsworth Radio Sailing - a Training Tale

At the beginning of February, we were all getting fed up with the lack of "on the water" activity. Dave made the suggestion that we should run a Monday morning training session on Zoom. Many of our members were using zoom for family gatherings, so we decided to go ahead. It was quite a steep learning curve for the three organisers. For the first session we only contacted the regular Monday morning skippers. The first meeting was not quite "smooth", but there were three presentations and the feedback was so complimentary that we decided to invite all club members to join us.

We cover three subjects of about twenty minutes each. One covers sailing technique and rig set up, another presents "how to waterproof the electrics" inside a DF and an IOM and the third covers one of the sailing rules and the changes that came into effect in January 2012.

We are getting over 30 takers at each session. One of the greatest benefits is the opportunity for skippers to meet up with their regular friends and talk about boats and sailing. With all the questions and chat, each session lasts at least one and a half hours. The big question will be whether we continue with online training once we can get back on the pond. We think that may be a little while yet!

*Keep calm and carry on sailing sometime.*

