

# Regulations for Adoption and Affiliation of Classes

## 1 Preamble

*An important role of the MYA is as a quality assurance/control body to ensure fair racing for radio controlled and free sailing classes in the UK under the delegated authority of the Royal Yachting Association. As such it should be careful how it distinguishes between those classes it exercises some control over and those it does not. Branding is important.*

*The MYA's customer base, the members, should be able to expect a certain minimum level of administration from the MYA Adopted classes. Likewise, if a class is an MYA Affiliated class, they should be able to understand the message this sends about the class. If a class is neither an MYA Adopted Class nor an MYA Affiliated Class, they should be able to understand something from that too.*

*The support provided by the Council of the **association of clubs called the MYA**, assisted by a structure of elected and appointed officers, to the **various classes** used by MYA members varies from class to class. The principal reason for the variation is the category the class falls into.*

*Historically there have been four categories that classes fit into. These were IRSA Classes, MYA Classes, Affiliated Classes and Other Classes.*

*However, to better reflect the current choice of classes and their relationship with the MYA, this document divides the classes into three categories. These are **Adopted Classes** (either IRSA Classes or MYA Classes), **Affiliated Classes**, and **Other Classes**.*

*Historically the Council of the MYA has assumed the role of a multiclass association administration supporting the various classes used by MYA members. As it cannot reasonably 'spend' more resources of time and/or money to support any one class without 'spending' less on one or more of the others, justifiable criticism may be levelled at Council by those classes that feel they are missing out. To resolve this situation Council has created the concept of Class Owner Groups (COGs) who, through their Class Owner Group Administration (COGA), may self-administer their class assisted where appropriate by Council. The scope within which any COGA works is defined in the Class Owner Group Framework document.*

*It is inevitable that use of this document may reveal deficiencies and areas where improvements can be made. It is, therefore, a working document that may develop as the need arises, and as ratified by Council.*

## 2 Purpose

- 2.1 This document sets out the support, rights and privileges available to classes with Adopted Class or Affiliated Class status, the method of acquiring that status, and any obligations.
- 2.2 The term "shall" refers to a mandatory action. The term "will" refers to an intention. The term "may" refers to an optional action.

## 3 Abbreviations

3.1 Abbreviations used are as follows:

ACA	Affiliated Class Association, an NCA that is affiliated to the MYA
AGM	Annual General Meeting
COG	Class Owner Group
COGA	Class Owner Group Administration
Council	Council of the MYA which may be assisted by a structure of elected and appointed officers
ICA	International Class Association
IRSA	International Radio Sailing Association
MYA	Association of club known as the Model Yachting Association
NCA	National Class Association, for an Affiliated class may be known as an ACA
NC	National Championship
RYA	Royal Yachting Association
SSIs	Standard Sailing Instructions
WS	World Sailing
YB	MYA Yearbook

## 4 Categories of Class

4.1 From a Council perspective there are three categories of class: Adopted Classes, Affiliated Classes and Other Classes. Classes in the first two categories are listed in Appendix I.

### 4.2 **Adopted Classes**

This category comprises those classes that are adopted by the MYA. This process may have been a very informal one in the past. Now, this process is described in Article 6 and requires the class to meet certain requirements. Retention of Adopted status requires maintenance of certain requirements, Article 9. There are two sub-groups of Adopted Class: IRSA Classes and MYA Classes.

#### 4.2.1 **Sub-group of Adopted Class - IRSA Classes**

This sub-group of classes have class rules that are under the ultimate authority of the IRSA. Their authority may be partly delegated to an ICA specific to that class which administers the class internationally. ICAs are required to obtain IRSA ratification of class rule interpretations and class rules changes. It may be that not all IRSA Classes may be adopted by the MYA.

#### 4.2.2 **Sub-group of Adopted Class - MYA Classes.**

This sub-group of classes have class rules that are under the ultimate authority of the MYA. Their authority may be partly delegated to a COGA or a NCA specific to that class which administers the class nationally. COGAs and NCAs are required to obtain MYA ratification of class rule interpretations and class rules changes.

### 4.3 **Affiliated Classes**

This category comprises those classes that have affiliated to the MYA. This process is described in Article 7 and the class is required to meet and maintain certain obligations as described in Article 8. Retention of Affiliated status requires maintenance of certain requirements, Article 9.

### 4.4 **Other Classes**

This category comprises those classes that have no connection with the MYA other than that members of MYA clubs may own and race them within MYA clubs.

## 5 What the MYA provides for each class

- 5.1 The support, rights and privileges available are listed here. It is not an exhaustive list and may amended as required.
- 5.2 The purpose of the list is to define clearly what classes, their COGAs and their NCAs, in each category can expect to receive from Council.

Support, rights & privileges	Adopted	Affiliated	Other
<b>Events</b>			
May hold MYA NC (with MYA SSIs)	Yes	Yes	No
Class championship (if not using MYA SSIs)	No	Yes	-
Major events using MYA SSIs	Yes	-	-
<b>Publicity</b>			
Class info on website & in YB	Yes	Yes	No
Open events listed on website & in YB	Yes	Yes	No
Class champions listed in YB	Yes	Yes	No
Presence on MYA exhibition space	Yes	Yes	No
Use of MYA logo and name for publicity	Yes	Yes	No
<b>Administration</b>			
MYA/NCA Memorandum of Agreement	-	Yes	No
Ranking list/rules admin by MYA	Yes	No	No
COGA funded by MYA	Yes	No	No
MYA Class rules administered by MYA	Yes	-	-
IRSA Class rules administered by IRSA	Yes	-	-
Class rules interpretations by MYA/IRSA	Yes	-	-
Q&A's on website	Yes	No	No
Class measurer training by COGA/MYA	Yes	No	No
Measurement by RYA/MYA measurers	Yes	-	-
Representation to ICA by MYA	Yes	No	No

- 5.3 The functions carried out by Council are described in more detail in Appendix II.

## 6 Procedure for acquiring Adopted Status

- 6.1 A COGA or NCA applying for, or considering applying for, Adopted status shall take active steps to prevent its class being described in any media as "National", "MYA" or "MYA Adopted" before such status has been conferred.

- 6.2 In order to be Adopted a class shall have:
- (i) A recommendation from at least four MYA member clubs.
  - (ii) A majority vote of Council in favour.
  - (iii) An active COGA or NCA which may be the MYA.
  - (iv) In the case of an NCA, a constitution passed by a pre-existing NCA and approved by Council.
  - (v) A set of class rules:  
Based on the Equipment Rules of Sailing and conforming to the WS Standard Class Rules format, the WS Advertising Code and approved by the MYA Technical Officer.
  - (vi) In the case of an NCA, procedures prescribed in its class rules, NCA regulations, or NCA constitution, for Class Rule interpretations and for class rule amendments both of which shall be approved either by the IRSA or by the Council as appropriate.
  - (vii) Demonstrated, either by confirmation from the recommending clubs or a listing of registered boat owners, that it is “actively racing” in at least six clubs which are from at least three MYA Districts with at least fifty boats in total.
  - (viii) A maximum draught limit restricted to no more than 700mm.
- 6.3 Council, when considering a class which serves a unique aspect of sailing, may waive the requirements of Article 6.2.

## 7 Procedure for acquiring Affiliated Status

- 7.1 An NCA applying for, or considering applying for, Affiliated status shall take active steps to prevent its class being described in any media as “Affiliated”, “MYA” or “MYA Affiliated” before such status has been conferred.
- 7.2 In order to be Affiliated a class shall have:
- (i) Recommendation from at least four MYA member clubs.
  - (ii) A majority vote of Council in favour.
  - (iii) An active NCA.
  - (iv) A constitution passed by a pre-existing NCA and approved by Council.
  - (v) A set of class rules.
  - (vi) Procedures prescribed in its class rules, NCA regulations, or NCA constitution, for Class Rule interpretations and for class rule amendments that are fully independent of Council.
  - (vii) Demonstrated, either by confirmation from recommending clubs or a listing of registered boat owners, that it is “actively racing” in at least six clubs which are from at least three MYA Districts with at least fifty boats in total.
  - (viii) A maximum draught limit restricted to no more than 700mm.
- 7.3 Council, when considering a class which serves a unique aspect of sailing, may waive the requirements of Article 7.2.

## 8 Obligations of an Affiliated Class

- 8.1 An Affiliated Class shall:
- (i) Encourage all its members to become MYA Members. This will be achieved by NCA members either joining an established MYA club or by forming a new MYA club under appropriate MYA regulations.

- (ii) Submit annually to the MYA AGM details of the NCA membership and the numbers of MYA Members within that membership to the MYA.
- (iii) Have NCA Officers who shall be MYA Members.
- (iv) Run the annual Class National Championship event in accordance with MYA regulations for National Championships and using the MYA SSIs.
- (v) Promote and publicise the activities of the MYA and its membership.
- (vi) Follow the general principles of MYA racing and sailing procedure to maintain a consistent approach throughout the sport.

## 9 Withdrawal of Adopted or Affiliated Status

- 9.1 Council shall periodically review the existing Adopted Classes and Affiliated Classes and, where the class fails to meet the criteria in 9.3 and 9.4, withdraw the class status.
- 9.2 Council shall give notice to clubs and the COGA or NCA and give them time to respond before withdrawing the class status.
- 9.3 The following table indicates the support a class shall have reduced to before Council shall withdraw the class status.

Free Construction Classes (Anybody can build)	Remote Control	Free Sailing
Number of Clubs	3	3
Three Year Average of NC Entries	10	10

Limited Construction Classes (Licensed builders)	Remote Control	Free Sailing
Number of Clubs	3	3
Three Year Average of NC Entries	20	10

- 9.4 Additionally Council may withdraw the class status from any class for any reason considered appropriate. In particular it may withdraw the class status if:
- (i) The class is not giving true national class racing i.e. there are insufficient entries or represented clubs at major events.
  - (ii) The number of yachts being built is small.
  - (iii) The MYA's income from the class activities or other sources is insufficient to compensate for the work Council carries out.

## 10 Amendment of this document

- 10.1 Amendment of this document is by a simple majority of the Council.

END

Replaces Rules & Recommendations for Adoption & Control of National Classes, 1993.  
Ratified by MYA Council February 2021

## Appendix I

### 1 Adopted Class Category

#### 1.1 IRSA Classes

- (i) IOM
- (ii) Marblehead
- (iii) Ten Rater
- (iv) A Class

#### 1.2 MYA Classes

- (i) 36"
- (ii) 6 Metre
- (iii) FS 36"
- (iv) FS Marblehead
- (v) FS A Class

### 2 Affiliated Class Category (January 2021)

#### 2.1 Classes

- (i) DF 65
- (ii) DF95
- (iii) Footy
- (iv) RG65

end

## Appendix II

### 1 Adopted IRSA Classes

#### 1.1 Council role for Adopted IRSA Classes in communication with IRSA

- (i) Conduit to IRSA for Class rule proposals
- (ii) Conduit from IRSA to MYA member class owners
- (iii) Entry of sailors to IRSA International Events
- (iv) Provide information such as numbers of registered owners, certified boats, etc.
- (v) Nominate individuals for election to IRSA positions

#### 1.2 Council role for Adopted IRSA Classes

- (i) Provide agreed financial and administration support for the administration of the class within the UK either directly or via a COGA.
- (ii) Provide fair racing structure (SSIs, management, etc.)
- (iii) Provide route for certification
- (iv) Provide route for MYA members to enter restricted entry events
- (v) Support the COGA to promote the sailing of these classes

#### 1.3 Practical implementation of the above

- (i) Maintenance of a Ranking System where appropriate
- (ii) MYA National Championship
- (iii) Measurement & Certification process – including technical support
- (iv) Provision for and support of COGA
- (v) Inclusion of class information on the MYA website, Yearbook, etc.

### 2 Adopted MYA Classes

#### 2.1 Council role for Adopted MYA Classes

- (i) Approve and maintain class rules
- (ii) Collate administrative information such as registered owners, certified boats etc.
- (iii) Provide agreed financial and administration support for the administration of the class
- (iv) Provide fair racing structure (SSIs, management, etc.)
- (v) Provide route for certification
- (vi) Promote the sailing of these classes

#### 2.2 Practical implementation of the above

- (i) MYA National Championship
- (ii) Class racing series (6M series etc.)
- (iii) Measurement & Certification process – including technical support
- (iv) Provision for and support of COGA
- (v) Inclusion of class information on the MYA website, Yearbook, etc.

### 3 Affiliated Classes

#### 3.1 Council role for Affiliated MYA Classes

- (i) Provide fair racing structure (SSIs, management, etc.)

#### 3.2 Practical implementation of the above

- (i) **MYA** National Championship
- (ii) Inclusion of class information on the MYA website, Yearbook, etc.

## **4 Other Classes**

### **4.1 Council role for Other Classes**

(i) None



## *Rules and Recommendations for Adoption and Control of National Classes*

*1993 document with spelling, punctuation corrected – included here for information.*

### **1 Purpose**

- 1.1 National Status (NS) gives formal recognition that the class gives good racing and is well spread nationally.

### **2 Types of National Classes**

- 2.1 Each National Class shall be placed in one of the following categories.

#### **2.1.1 FREE CONSTRUCTION**

- (a) Construction is free and no licence is necessary to become a builder.

#### **2.1.2 LIMITED CONSTRUCTION**

- (a) Manufacture of hulls and equipment is based on a limited number of builders licensed by the MYA.
- (b) The MYA holds the copyright of each class. This may have been handed over to the MYA, or leased to the MYA whilst the class holds NS (no leasing fee being charged).
- (c) A building fee may be charged on each yacht when it is built. This is a one-time only charge, the benefits of which are divided between the designer, the National Class Owners' Association (NCOA) if one exists, and the MYA.

#### **2.1.3 SERIES CONSTRUCTION**

- (a) The manufacture of hulls and equipment is based on one or a strictly limited number of builders using mass production systems and techniques. It is a class built to the tightest reasonable tolerances having good quality controls to ensure similarity of the yachts.
- (b) The copyright may continue to be owned by the designer or principal builder.
- (c) The MYA shall receive a building fee. This is a one-time only charge, the benefits of which are divided between the designer, if not separately arranged, the NCOA and the MYA.
- (d) The class rules may only be changed with the prior approval of the principal builder, the NCOA if one exists, and the MYA.
- (e) The supply of ancillary equipment may be controlled and available only from a restricted number of suppliers.

### **3 Procedure for Conferring National Status**

- 3.1 NS shall be conferred on a class of yachts only by a majority vote of the MYA Council.

- 3.2
- (a) Council is responsible for examining the plans, building controls, specification and methods of checking that the yachts conform to the controls. The master copy of the written specification, rules and other descriptive material shall be in English.
- (b) Council shall check the constitution of the NCOA if one exists.
- (c) There shall be a formal written agreement between the MYA and the copyright owner setting out the rights of each party, particularly those concerning changes to class rules, plans and specification and any financial arrangements.

3.3 No limit shall be placed on the number of classes given NS.

#### **4 Conditions**

4.1 A class may be considered for NS if at least four clubs, after consultation with the NCOA if one exists, recommend adoption on the basis of having raced the class in their own clubs. The clubs recommending the adoption shall give evidence to the MYA regarding the number of yachts registered in the class in their clubs, the number of yachts built in recent years and the number of owners regularly racing the class, in order to show the class strength.

4.2 A new class may be initiated or adopted by Council and granted NS provided there is, in the opinion of Council, a need for the class and that it meets all other conditions.

4.3 A new class shall have adequate sailing qualities to give satisfaction in racing.

4.4 A new class shall not be adopted if it is considered that it may adversely affect an existing National Class, provided that the latter has proved itself to be of sufficient vitality. The deciding factor shall be whether or not in the opinion of council the adoption of the new class may lead to more or better racing.

4.5 Classes considering applying for NS, or those under consideration for NS, shall take active steps to prevent the class being described in the media as 'National' before such title has been conferred by the MYA.

4.6 Before granting NS Council shall be satisfied that the class:

- (a) is sailed in several clubs (see following table)
- (b) gives good racing and that its spread is not entirely due to its price and its popularity for activities other than racing.
- (c) is capable of being well administered nationally either by the MYA or by its own NCOA.
- (d) where appropriate, has building specifications and controls of a high standard.
- (e) has a high standard of measurement.

4.7 The following table indicates the minimum support a class shall have achieved before consideration for NS.

<b>Free Construction Classes</b> (Anybody can build)	Remote Control	Free Sailing
Number of Clubs	4	4
Total Number of Registrations	50	25
<b>Limited Construction Classes</b> (Licensed builders)		
Number of Clubs	4	4
Total Number of Registrations	100	25
<b>Series Construction Classes</b>		
Number of Clubs	5	5
Total Number of Registrations	150	50

## 5 Administration

- 5.1 Responsibility for the proper administration of the class in the UK rests with the MYA, whether it administers the class directly or delegates it to a NCOA. In the latter case the final authority of the MYA shall be acknowledged.
- 5.2 The MYA or the NCOA shall be entitled to collect fees from the owners in order to administer the class, and this may be stipulated in the class rules.
- 5.3 The MYA shall consult the NCOA and any other parties concerned before deciding the method for the allocation of sail numbers.
- 5.4 NCOAs are entitled to conduct MYA recognised District and National Championships.
- 5.5 The NCOA shall report annually to the annual general meeting of the MYA on its activities and financial status and the growth of the class in the UK.

## 6 Measurement and Class Rules

- 6.1 Measurement of the National Class shall be carried out by measurers officially recognised by the MYA or the NCOA where one exists.
- 6.2 Alterations to the class rules or to the constitution of the NCOA shall require the approval of the MYA.
- 6.3 The emblems, letters and numbers on the sails of a National Class shall be shown in accordance with the IYRR.
- 6.4 At District and National Championships the Sailing Instructions shall not amend or override the Class Rules without prior approval of the MYA.

6.5 The body responsible for printing and issuing the class rules, certificates, measurement forms and plans shall be the MYA or the NCOA where one exists.

6.6 Interpretations or rulings concerning the class rules shall be given by the MYA unless a NCOA exists. Where a NCOA exists their interpretations and rulings shall require approval by the MYA.

### 7 Withdrawal of National Status

7.1 Council shall periodically review the existing National Classes and, where the class fails to meet the criteria in 7.3, withdraw NS.

7.2 Council shall give notice to clubs and the NCOA and give them time to respond before withdrawing NS from a class.

7.3 The following table indicates the support a class shall have reduced to before Council shall withdraw NS.

<b>Free Construction Classes</b> (Anybody can build)	Remote Control	Free Sailing
Number of Clubs	3	3
Total Number of Registrations	30	20
Three Year Average of NC Entries	10	10
<b>Limited Construction Classes</b> (Licensed builders)		
Number of Clubs	3	3
Total Number of Registrations	70	20
Three Year Average of NC Entries	20	10
<b>Series Construction Classes</b>		
Number of Clubs	4	4
Total Number of Registrations	100	40
Three Year Average of NC Entries	25	15

7.4 Additionally Council may withdraw the NS from any class for any reason considered appropriate. In particular it may withdraw NS if:

- (a) the class is not giving true national class racing i.e. there are insufficient entries or represented clubs at major events.
- (b) the number of yachts being built is small.
- (c) the MYA's income from the building of new yachts or other sources is insufficient to compensate for the work the MYA carries out.

## Rationale for RRACNCs

### Why have written rules for ACNC?

Without them how should we adopt a new class? What would adoption mean? What would National Status mean?

Every time a class wished to achieve the same status of the existing adopted classes there would be discussion by council, perhaps motions to the AGM. Much time would be spent debating the various issues. The outcome would be entirely dependent on the make-up of council at that time, their whims and preferences, or perhaps a narrow vote at an AGM where the opportunity for a 'fair hearing' on technical matters rarely exists.

The use of written RRACNC introduces a heavy flywheel into the system. It is still possible to amend those rules, but generally, once introduced, rules are rarely changed without good reason. Hence stability is introduced. Manufacturers and class owners' associations can learn where the goal posts are.

### Where have the existing RRACNC come from?

The original version of the proposed draft was adopted by council at its January 1988 meeting to fill the vacuum which existed in this important policy area.

The original version was transcribed directly from the (still extant?) IMYRU version with amendments to make it suitable for our use.

The minimum figures of registrations for classes for INTERNATIONAL Status are

Free Construction	100
Limited	200
Series	500

The figures used in the MYA version reflect these numbers because it was considered that International Status would be a natural aspiration of any successful class with NS. Conversely any class with International Status would probably achieve the levels for NS.

### What did they replace?

Prior to that time there was only the very vaguest MYA 'policy'. Most people seemed to think it only necessary to have 50 yachts (registered?) in a class before it would automatically be 'recognised'. Earlier the Mickey Finn and 575 classes had been 'recognised' but neither achieved immediate full MYA National Status in the sense that there were national championships, registers, measurers, etc nor did this state develop.

### What benefits do RRACNC bring to the MYA?

A very clear policy concerning ACNC would appear to be one of the most important for the MYA as it has a direct bearing on the future growth of the sport through new classes. It also helps to deal with the other end of the life of a class.

Once a class is dropped from NS the MYA is no longer responsible for staging its NC and the responsibility for the registration and maintenance of the class rules would end. Thus there is a work saving and the fixture list becomes freed of events which receive little support. The owners would probably form an ad hoc OA and manage their class and events to suit themselves, quite probably to greater satisfaction.

By dropping a class from NS we reduce the publicity the class gets and focus more attention on the healthy classes.

### **New growth**

There is a large potential market for a good quality One Design type yacht made by mass production techniques, both in this country and worldwide. Should such a yacht be made the potential benefit to the sport in this country is enormous, as would be the benefit to the manufacturers of achieving National Status. This would add impetus to the sale of yachts as it is an endorsement by the national body for the sport that the yacht is suitable for racing.

However, adopting any mass produced yacht would not necessarily benefit the MYA. A One Design class with non-existent or poor quality control of hulls and/or class rules would be a liability for the MYA. Hence the RRACNC provide for the checking of the suitability of manufacturing methods (where appropriate), the class rules and the constitution of the owners' association. Clear guide-lines concerning the level of back up for such a class are given and would help to ensure that any class likely to achieve the necessary target levels is worthy of adoption as a National Class.

### **Dead wood**

Council recently discussed the state of the FS 10R class and considered that it did not meet the reasonable requirements for continuing to accord NS (it was argued that the minimum requirements for first granting NS were not the same as the minimum requirements for continuing to accord NS). Notification was put in an Acquaint that NS would be withdrawn at some specified date if support did not improve. This should have the effect of galvanising the owners to seriously consider their position and either build and support the class, or spend their energy on something else.

Should a class of existing low strength be dropped from NS it is quite likely the owners would continue to race exactly as they had done before. Most of these classes survive on local strength rather than a thin even spread of support.

By setting specific targets in terms of numbers of registered yachts and competitors at NCs the lower limit for NS is clearly defined.

INCLUDED FOR GUIDANCE

## Current adopted classes.

The current size of the membership, circa 1000 supports the following

RM	large fleet	well spread nationally
1M	large fleet	well spread nationally except Scotland
R36	moderate fleetS, SW, M, N	
RA	moderate fleetS, SW, N	
R10R	small fleet	S, SW, N
R6M	small fleet	a few in all districts
M	moderate fleetS, M, N	
A	moderate fleetS, M, N	
36	small fleet	S, M, N
6M	small fleet	M + individuals
10R	small fleet	S, M