



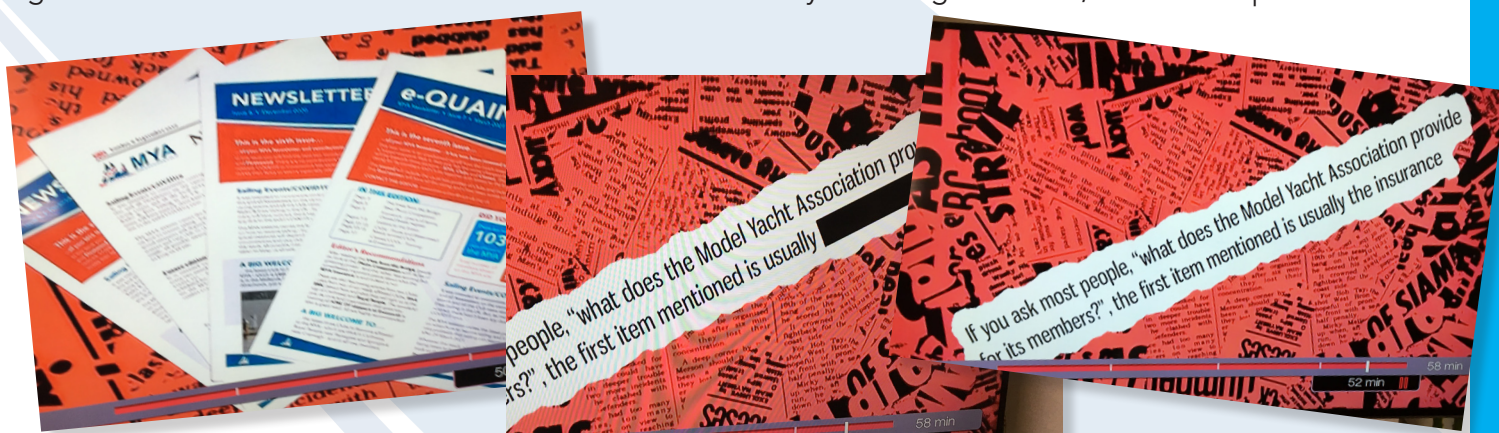
1. MYA STUFF

Please send any comments, questions or suggestions to the Editor at newsletter-editor@mya-uk.org.uk

NEWS SNIPPETS

As seen on TV!

As many will have seen, we figured on the BBC1 comedy/satirical programme **"Have I Got News For You" (HIGNFY)** at 9pm 16 (and 19) April 2021 - and the distinguished panel was asked to guess what most people got from the MYA. The answer was "Insurance" - which they did not guess. Well, there's a surprise!



e-Quaint layout

The layout of this edition is a bit different. In response to a suggestion on the Forum that we should avoid a two-column layout (harder to read on mobile devices, especially phones) this is a single column format. Any comments on either please send to the Editor whose decision - as in most things of this nature - is final. It is planned to keep the layout fairly constant after this test!

Insurance scheme

Mention was made an edition or so ago of the possibility of offering a **boat insurance scheme** for all members. This has been investigated but has proved financially unacceptable. The cover would be fine but the anticipated take up would be too low to justify such a scheme - largely because most members add their boats to existing home insurance cover.

District funding

Each MYA District (there are six) has a fund of reasonable proportions to allow clubs within that District to develop and expand their operations - and typically these annually topped-up funds are underspent! Each proposal for such funding needs to convince the District Councillor (to whom application should be made) that the money will benefit both the club concerned and that District - as well as the MYA more generally. So, if your club requires such support please contact your District Councillor.

Up to date membership data

The Members section of the MYA website is a mine of useful information but, like many things, it is only as good as the data put into it and then maintained. So, please ensure that the data for your membership as shown is accurate as, if it is not, contact with you is both more difficult to achieve and often more costly in time and money. Please keep your details up to date. If you have any problems doing so, please contact the Digital Communication Officer (Austin Guerrier - email: dco@mya-uk.org.uk). *Thank you.*



MYA Chair - The View from the Bridge

What a change since the last View from the Bridge! Changes to the weather, covid, racing, and, not least, Council.

You will have noticed that, after many years of service on Council, the Vice-Chair Darin Ballington has stepped down. Changes in his work life and a resulting substantial increase in his workload meant Darin felt he had insufficient time available to give his best to Council activities. We are missing his input already but he is still actively involved in his clubs and will be seen around the country either participating in, or assisting with, events.

Equally devastating is the news that our Secretary to Council, Jen Hand, has expressed a wish to step down at the next AGM. Jen has been StC for the last three years and has been absolutely invaluable in keeping "her boys" focused on the tasks in hand. She is always the first to volunteer for anything that requires doing and has almost singlehandedly organised AGM's, EGM, MYA handbook, regular meetings, trophy refurbishment and more, the list is endless, and we will miss her greatly. I know that Jen has some very exciting travel plans for 2022 and I hope that they all come to fruition and that she has an absolutely wonderful time.

On the upside Lester Gilbert has offered his experience and expertise to the role of MYA Racing Officer and has been co-opted onto Council. Lester is a very welcome addition to the Council team and we now have a very good mix of enthusiasm, knowledge and experience on Council to look after, and develop, the MYA. If you have time and skills that you think would benefit our sport then why not volunteer yourself?

Racing has started! What a pleasure it was to attend our first large scale event, the IOM Vets Championship at Lincoln. 45 competitors were treated to a weekend of well organised racing run at a brisk, but not exhausting, pace. Congratulations to the club and the race team for an excellent event and we now look forward to a hectic summer of events around the country.

Stay safe and well, I look forward to meeting many of you at an event soon.

Phil Holliday
MYA Chair



Racing at Lincoln. Picture by Sue Brown

SITUATIONS VACANT

As many members will know there are now three key posts unfilled in the MYA.

The six District Councillors numbers were well below strength for some months but are now fully staffed - but the Vice Chair, Publicity Officer and Racing Officer jobs remain to be filled. All three are crucial to the efficient and effective operation of the MYA on behalf of its members, so the help of all readers is sought to identify people who could do these most enjoyable and key jobs. The job names are fairly self-explanatory but further details of what they entail can be obtained by contacting the MYA Chair, Phil Holliday.

Please consider volunteering for these roles as they add hugely to the ability of the whole organisation to function properly - and you will enjoy them.

STOP PRESS - As you will see in the Chair's "View from the Bridge", this call for volunteers has brought success even before it was published! Spooky! The sense of the above plea for more volunteers still stands, however, so please do contact any member of Council if you feel you could contribute. *Thank you.*

A Story from Max Bygraves

It is suggested that the late, great Max Bygraves once said "I wanna tell you a story" - so here is one. Back in 2004, I bought my first IOM and, when considering buying a new set of sails for it, was told that shortly they would not need measuring as they could be certified as compliant by the approved sailmaker. It is now 17 years later and I for one am still waiting! Strictly speaking, I am not still waiting, as I gave up long ago.

This story (apart from being entirely true) was brought home to me recently when I happened to get some questions/comments on this subject as part of collecting material for this issue of e-Quaint. These were from MYA members, sailmakers and other interested people - both IOM and non-IOM related. It has to be said that the views were not unanimous but they were about 90% in favour of reduced regulation.

The gist of the questions was two fold.

Firstly, why cannot a reputable sailmaker be reasonably expected to make a set of one design sails that conform without the need to remeasure them - and secondly why are MYA members, who have limited interest in sailing or racing away from their home clubs, caught up in rules seemingly designed entirely for National and International competition?

Broadly, the former member category make up about 80-90% of MYA membership so that seems like a classic case of the tail wagging the dog! Any views?

It has to be said there are other longer term points about self certification of one design sails - such as potentially reducing the strain on the Official Measurer community and reducing the cost of ownership for the relevant skippers - but let's keep it simple for now!

The Editor



the late, great Max Bygraves



THE MYA PHOTO COMPETITION

As announced in the last e-Quaint, there is now a competition running which is designed to encourage members to submit their favourite photos and try to win the £25 per edition prize - with a much bigger set of prizes (£100 first prize etc) in the annual post-AGM edition in November/December. The distinguished and unbribable panel of Judges has sat for the first time in the last few weeks and the winner this time is Gareth Jones of Llandudno.....

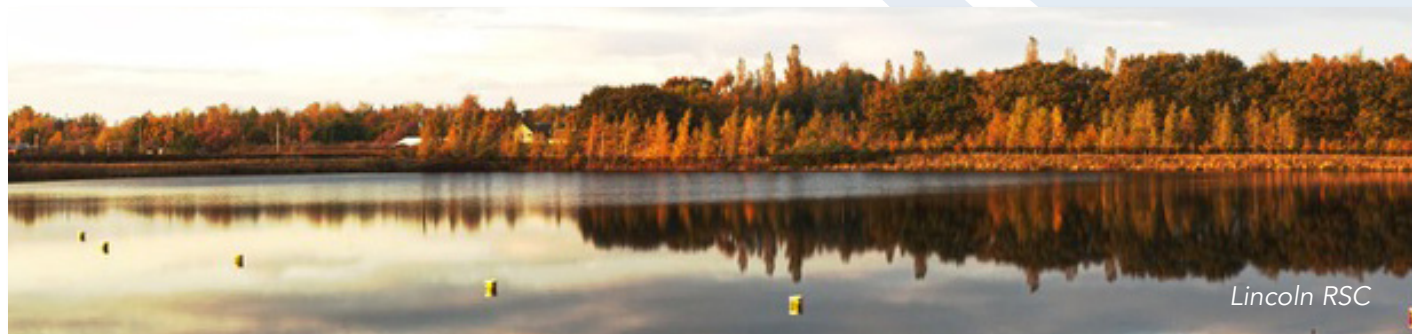


*Windy day at Llandudno August 2014
by Gareth Jones*

The first MYA event for.....

.....many months was the IOM Veterans' Championships held at Lincoln RSC over the 22/23 May weekend. This publication is not ideally suited (with an issue only every two months or so!) to report racing results but as this is such a landmark event in these COVID troubled times it seems relevant to do so here.

Your Editor has heard nothing but high praise for the way the whole event was set up and managed at Lincoln - and even the awful UK weather generally obliged. The winner was Brian (Tich) Summers from Dundee and a member of Tayside RSC. Many congratulations to him both on winning and achieving the 350 mile drive down to Lincoln - and back! Hopefully all competitors enjoyed the two days of racing and congratulations to all who participated. Of course all the detailed results are shown on the MYA website together with a full report.



Lincoln RSC



2. CLUBS

The two Clubs in the spotlight in this edition are Ryde MYC and Lincoln RSC - plus one more as a bonus.

Firstly, we have Ryde and some of its history

- 1874 Ryde MYC was established. Yachts were sailed on the sea off Ryde.
- 1882 The Canoe Lake, where we still sail today, was constructed.
- 1914 Activities ceased during the First World War.
- 1933 The Club was re-formed and sailing resumed.
- 1934 Some of the first Marblehead class yachts to be built in the UK appeared on the lake at Ryde. The club became affiliated to the Model Yachting Association.
- 1935 Ryde Council built the boathouse for the club beside the lake. The cost to the Council was £140.
- 1938 The MYA adopted the Marblehead as an official racing class, largely due to the efforts of Arthur Kerridge, our secretary. In recognition of this, RMYC was awarded the use of the first twenty registration numbers. Number 1 was Gentle Ladye, built by a Bembridge boat builder for Arthur Kerridge. The first National Marblehead Championship was sailed at Ryde, and was won by Ted Scovell, an RMYC member.
- 1939/45 Very little activity due to the Second World War. The boathouse was taken over by the Auxiliary Fire Service for use as a fire pump store.
- 1945 Roy Clough of Marblehead, Massachusetts, originator of the Marblehead class, donated a subscription for "The Model Yachting Monthly" to the club.
- 1947 Marblehead class registration numbers reached 150.
- 1948/65 There was steady activity at the Canoe Lake with vane steered Marbleheads and some 10 Raters.
- 1965/68 The club was nearly wound up due to dwindling membership.
- 1969 There was a revival of interest and activity with a fleet of more modern Marbleheads, but these were still vane steered.
- 1972 Marblehead No.15 reappears on the lake with radio control.
- 1974 The club celebrated its centenary.
- 1976 The first racing in the club for radio controlled Marbleheads was organised.
- 1977/80 Radio control racing gained ground, offsetting the lagging interest in vane steering, which was discontinued for official racing by RMYC in 1980.

1980 to date

The club continues to thrive, and has a first class turn-out of keen skippers with a selection of quality Marbleheads. Points racing takes place throughout the year.

Now to the present(ish).....We exclusively race Marbleheads. Ryde MYC, through its Secretary Arthur Kerridge, was instrumental in getting the Marblehead class adopted by the MYA in 1938. The Club has sailed and raced Marbleheads since 1934.

Today there is a competitive, if small, fleet of various Marblehead designs, with at least half the members racing each Sunday morning on the Ryde Canoe Lake.

As lockdown has eased in 2021, racing has started again with restrictions in place regarding numbers and socially distanced operating stations marked out by traffic cones. As the protocol is easing further, we are looking forward to more normal racing throughout the summer.



Our second Club this time is Lincoln RSC

Lincoln Model Yacht club has been around a long time, in fact it originated in 1971, and used to have both power and sailing boats in the club, this all changed a few years later and now we only have radio controlled racing yachts, and has been renamed Lincoln Radio Sailing Club.

We moved to our current water in 2014. The lake covers approx. 13 acres, with very little to shelter the prevailing wind, and good walking access on two sides. Originally dug out for gravel, it has been allowed to fill naturally, and has no inward or outward watercourse. For the last 5/6 years, we had added dye to the water early in the year, making less light for the pesky weed. Last year (2020) we saw the best ever results, with far less weed growth than in previous years.

We bought a weed cutter three years ago, and so far we have not had to use it. We consider the lake to be one of the best in the country. The Club has a "Wednesday" gang, who meet up to do the routine maintenance, chew the cud and very often a sail Wednesday afternoon. Since 2014 they have built a small clubhouse, and with a grant from Sport England we have purchase a disabled accessible on site toilet.

We race 3 classes IOM, DF65 and DF95 which gives a budget for most people, and you will find members will be on hand to welcome and assist any newcomer to our sport. Currently we have an informal race practice on a Saturday afternoon, then Series racing on Sunday mornings. For those with the stamina, they can stay on and race Sunday afternoon. We have 33 members (June 2021) and they come from far and wide, Boston, Grimsby, Chesterfield and as far away as Bourne, as well as from the near locality.

A lot of information is on our website www.lincolnradiosailingclub.wordpress.com including the most important, "how to find us" page with the location on GOOGLE MAPS.

We also have an active Facebook page: www.facebook.com/lincolnradiosailingclub. If you want to know anything at all and would like a chat please do not hesitate to call Mick on **01427 610864**.



Picture by Sue Brown



Picture by Sue Brown

LINCOLN RSC ON THE RADIO

As you will have seen, the MYA and its Newsletter featured on the BBC in HIGNFY recently but, not to be outdone, the folk at Lincoln RSC were interviewed by BBC Radio recently as described below. If the pictures turn out properly I have been asked by the Commodore of Lincoln RSC to avoid sideways shots of him in order to de-emphasise the stomach area! Consider it done. Anyway here is the account of the proceedings.

Sunday 6th June 2021

A normal club day for Lincoln Radio Sailing Club when eleven skippers turned up for round 5 of the summer IOM series. Racing was well under way when a strange looking van turned up sporting all sorts of aerials etc and out popped two young ladies asking for the Commodore, Mick Chamberlain. OK this was of course pre-arranged and was supposed to happen when we hosted the IOM Veterans two weeks ago but, hey ho, better late than never. They had a technical glitch, and we all have them with our boats don't we just !!!



Lincoln RSC on the Radio .../cont

This was part of Radio Lincolnshire's Sunday morning programme called Pirate Gold. It runs for two or three hours and it is like a treasure hunt all around Lincolnshire. At every destination there is a pre-arranged clue as to where they have to go next, the radio audience help them by ringing in and trying to guess the anagrams and cryptic clues.

One of the clues was a famous actor with a christian name of Richard. This nearly took them to Burton Water, but the Anagram gave them Thorpe on the Hill, and F.A.R.M was left over. The clue also mentioned "over the border" and this was of course Scotland as we are based at Scotland Farm, Thorpe on the Hill. The Actor. Not Richard Burton, but Chamberlain. They eventually found us and were amazed to see a lake full of colourful model yachts.

A microphone was thrust into my hand and they asked all sorts of questions and I gave them the story (well not quite) of Radio Racing at Scotland Farm, and this is all going out live on Radio Lincolnshire. Eventually I gave them the next clue, and they had to work out where it was, and off they trundled.

It was a great bit of news for the club and will help to spread the word, we hope. The Pirate girls do have a deadline and sometimes they complete with minutes to spare and sometimes they don't. Our clue was clue two, so we had some great coverage. Racing continued, a delightful day with a steady breeze and good company - " just another day at the office" for Lincoln Radio Sailing Club

Mick Chamberlain



A BONUS CLUB THIS TIME ROUND

Gresford SC is one of only two MYA Clubs in Wales! Because they are therefore (almost) unique it seems only right to ensure our members know a bit more about them. So prepare to be informed - and before quills are sharpened to defend the honour of the other MYA Club in Wales, their turn will come.

Gresford (sailing club)...

...is a picturesque small lake situated a few miles outside Wrexham. It was formed at the end of the last ice age by what is known as a kettle hole and is one of several in the locality and are common features of the nearby Cheshire Plains. The lake level does vary seasonally which occasionally affects the dinghy sailing but not the models. The main drawback to model racing is that due to the surroundings we can not have a path to follow the boats so have to sail from in front of the club house.



Gresford (sailing club)... /cont

The club was formed in 1959 by the landowner, Arthur Jones, with the idea of it being a community-based club to offer the opportunity for all to sail at a low cost. This ethos continues to this day with Arthur's descendants fully supporting the activities. The club has been a member of the RYA for some years and offers approved training for all with a particular emphasis on teaching local school children. All facilities are provided on site including club house, rescue boat, toilets and showers. Dinghies are available to hire for the day. Stand up paddle boarding is being trialled this summer in a bid to attract more youngsters to the sport.

The model boat section was formed in 2005 and in the early years was exclusively used for social sailing. The majority of members were primarily model builders with some from a local model flying club. There were also some ex dinghy sailors who with advancing age had switched to model yachts so they could continue sailing.

The model section carried on mainly with homemade boats then one of members bought a DF95 followed by a DF65 in 2016. The cost and performance of these made others take notice and new members found out that they could get a competitive boat without an expensive outlay. Very shortly most people followed and today we have a fleet of 12 DF65's and 9 DF95's with Marbleheads and IOM's making up the numbers. We also have an occasional footy race.

The intention is to grow the model section by attracting new members to the sport. There are currently 30 of us with typically between ten and fifteen attending each session. Our sailing takes place all day on a Wednesday and Saturday afternoon with racing taking place 2.00 to 4.00 on both days. We have started to do more racing as a means of improvement and attracting more participants, but bearing in mind all the time those amongst us who do not like to race and are content to socially sail.

We have recently joined the MYA and would like to thank them for the wealth of information and guidance that they provide.

Several of our members take part in the DF traveller series of racing as well as entering DF65 open competitions at nearby Birkenhead. Depending on restrictions with Covid it is our intention to have as Open event later in 2021 and we would be really pleased to welcome people from other clubs to give their opinion on how we can improve the sailing experience.

Keith Pizey



.....and now for something completely different.

Many of you will know Derek Barratt (Solent MCRYC) but you may not know that he served as a Watch Officer on the Sail Training ship Sir Winston Churchill for twelve years and he wrote a series of four articles for Poole MSC some years ago. This describes things that are not quite the same as we do, but it may be of interest to the members who by now might be looking for something different to relieve the boredom. *Read on.....*

THE TALES FROM THE TALL'UNS - Chapter 1

I first got acquainted with the Sail Training Association whilst on a visit to the Boat Show. Not the Southampton one - but when they were held in Earls Court.

They had a stand there and I was talking to my friend and saying what a pity it was that only youngsters could go on the cruises when a voice beside me said "Grown up ones can go as well, you know." Well no, I didn't know. The Boat Show was held in the winter and I was told that The Churchill was at that moment being refitted in London's East India Dock. I had worked for five years as a marine engineering fitter, so I was invited along the next week end. I was living just north of London at the time and it being winter I wasn't doing very much, so I turned up on the next Sunday. By the time I left to go home I was caught hook line and sinker. From then on I spent every weekend living in a shed alongside the ship. I remember one weekend very well. She was in a floating dry dock. It was a weird contraption, two hundred feet long and U-shaped. First it took on enough water to sink, then you motored in, stopped, made very fast and all the water was then pumped out and up she came.

The propellers had been sent away for overhaul. Let me explain about propellers. I expect you all know, but just in case you don't, as it rotates each blade starts at the top and goes round. As it does so it goes through water at a lower depth and therefore at a greater pressure, so it does more work at the bottom than at the top and, since propellers generate some side as well as forward thrust, the effect of this is to drive the boat slowly round in a circle. It is called prop effect. If you have one propeller you offset this by putting the tiller a little to one side. It's all right on small vessels but very inefficient on big ones. So they usually have two props and they turn in opposite directions. It means that the engines themselves also turn in opposite directions. There is no gearbox, only a hydraulically operated type of fluid flywheel. So if you want to go backwards you have to twist the propeller blades. If the engines are not being used, like on a sailing ship, to cut down the drag, the blades are feathered whilst sailing.

When I arrived they had been delivered the previous day and one had been fitted. On the Sunday I got the job of fitting the other one. There was scaffolding erected at the stern and I got it up using a block and tackle. It was almost three feet in diameter and needed three men to lift it, and was secured by sixteen stainless steel bolts with castellated nuts and split pins. The whole job took most of the day and was just finished as it was time to go home. It was the last job to be done on the outside of the hull, so the scaffolding could now be dismantled and the dry dock made to sink. Imagine my surprise when I arrived the next week end to see her still there. What had happened was that they had removed the scaffolding, pumped all the water in, and started the engines, cast off, selected forward and motored smartly out. Backwards! The props had been fitted to the wrong shafts! Oooops! My reward for all the work was free grub and a free trip on the shakedown cruise.



THE TALES FROM THE TALL'UNS - .../cont

I spent one weekend helping the plumber install new radiators and he told me the story of when he had an air lock and he had to bleed them during the previous year's shakedown cruise. The difference in height could be as much as eight feet from one side to the other, which of course changes around every tack! Air locks on sailing ships took on a totally different meaning!

Question: What buildings in America are named after a sail?

In another story I mentioned that the masts were very unlikely to fall down, but there was an occasion when they nearly got knocked down. Whenever we arrived at a port we first had to ascertain whether there was anywhere for us to berth. There aren't many berths in a marina for one hundred and fifty foot long sailing ships, and that's without the bowsprit! We usually ended up in the commercial part of the port, and this was where we moored when we went in to Falmouth. We tied up alongside a very large dockside crane.

Now apart from the fact that they lift things, I don't know anything about cranes. It would appear that the last time it was used, the driver forgot to lock the jib, and the wind blew up during the night and that swung it round. The police had to get the driver out of bed. I don't suppose he was very pleased, but then neither was the whole ships complement that had had to be got up, dressed and moved out of harms way! He only just arrived in time.

Answer: Skyscraper. The Americans operated in a part of the world with less wind, so they usually carried a lot more sail. Sometimes they were six high, and occasionally there was one even higher than the skyscraper, and that was called a moonraker! There is none left unfortunately. The Americans made theirs out of soft woods whereas we used oak.

There was another occasion when we had intended to go to St. Peter Port but we were behind schedule and the tides are very strong around that area and we knew that we would not make it, so we went to Sark instead. There was nowhere to go alongside so we anchored out in one of the bays, (the nearest one to the village pub!) and ferried everyone ashore in the motorised life boat. Now it happened to be an adult cruise and fifty odd people suddenly arriving in a small village out of the tourist season can cause quite a stir. People appeared from nowhere to see what was going on. Well nothing was really; we just wanted a social evening. It's the first time (and the last) that I have been in a pub where it has been drunk completely dry! So the landlord bought all the drink, and the food, that the local village shop had, he got them to open up at nine o'clock in the evening, and we drunk all of that as well! There were some weird concoctions going down at the end of the evening! There are no vehicles on Sark so we all staggered back to the life boat, and yes, one or two did fall in!



THE TALES FROM THE TALL'UNS - .../cont

I feel a sidetrack coming on! How did we know where the village pub was when we only had nautical charts with us? Well some things ashore are shown on charts, for instance sometimes when going into a harbour you have to sail along a transit between say a buoy and an easy-to-see house on a headland before turning when two other things line up. The house and its colour and height will be shown as House, White, Conspic. 150m. I lived just above Falmouth for a few years and there was a house just like that that the Pilots used to use when bringing the big ships in, and they tell the story about the house disappearing one day. It had been sold, and the new owner had painted it green!

So there we were, anchored off in a bay on Sark, and having our breakfast when I had an idea. These days you can't just simply hoist sail and sail out of a port. There is far too much going on around you. So we would motor out to sea and hoist the sails when we were a few miles out. But we were the only ones there; so how about trying to sail off the anchorage? All the old sailing ships would have had to do that. Sometimes they would be there for days before the right wind came along! That's another reason why we didn't sail out of port. We had a new Captain, and I didn't know how that suggestion would be received. Well it turned out that he hadn't done it for years, so he asked how I would go about it. I told him and he said "Right Mr Barratt, you can have a go at it, you'd better assemble everyone in the half deck (where all the trainees lived) and tell them all about it." My old Mum had always told me never to volunteer for anything, and I hadn't really volunteered for this. I had assumed that he would do it!



So down we all went and out came the blackboard and easel, and the different coloured chalks. Now boats at anchor are either wind rode or tide rode. It depends on which prevails at the time. Hull shapes can affect it as well. We were in a bay so there wasn't much tide. We would be pointing into the wind. What I basically intended was to hoist all the sails but make sure that none of them drew. Break out the square top sail and square it off to the wind, back the outer jib, reverse the rudder and wait until she had gone back and round far enough to be broadside on to the wind. Then quickly hand the square top sail, reverse the outer jib and slowly sheet everything in as she gathered speed. So up we all got, and everyone went to their appointed positions. The motors were started, just in case! The Mate hoisted the anchor with the powered winch and we broke out the square top sail. As I've mentioned before, nothing happens quickly on a big sailing ship. But I'm pleased to report that it all went according to plan, and apart from some anxious moments when all eyes were glued to the depth gauge, we sailed out of the bay. I never got the opportunity to do it again. *(to be continued.....)*

Derek Barratt



3. CLASSES

Our Classes

It was planned to have a piece in e-Quaint a couple of editions ago about the MYA's Classes - what and why they are the way they are etc. This was delayed while some of the finer print was resolved but this has now been done so our Technical Officer has now produced the following expose.....

The MYA and the classes: How it works.

The Editor asked for something that "should describe the different relationship between the MYA and all the various Classes that members know about - including DF, Laser et al. I believe there is a lot of misunderstanding about the significance of the various names like Adopted and Affiliated etc - together with why they are what they are."

So here it is.

Introducing Adopted and Affiliated classes

Most of our members are familiar with the MYA's role in the sport and the interaction between the clubs and the sailors. But some may not be aware of how the classes that we race are connected to the MYA and its roles and responsibilities within these classes. For some this can be confusing, for others it can be a cause of frustration and disengagement which can ultimately turn them off a sport they love.

What may not be known is that the relationship between the classes and the MYA was documented a good few years ago (RRACNC for those with a good memory). Council has worked to bring this document thoroughly up to date so that it remains relevant to the current classes and the way in which Council wishes to work in the future.

The recently updated and renamed Regulations for Adoption and Affiliation of Classes (RAAC) explains how the MYA has designated classes as the following three:

- **Adopted**
- **Affiliated**
- **Other Classes**

These designations are not intended to give any hierarchy of popularity, or indication of strength of a class, but to define how the MYA sees its responsibilities. The designations take into account long standing responsibilities that the MYA has through its affiliations to the RYA and the IRSA. They also take into account the wish of recently added classes to have less reliance on the MYA for their administration while acknowledging that their skippers and class want to support the MYA and the sport in the UK.

Adopted Classes

The process of adoption may have been a very informal one in the deep distant past. I cannot even recall any process other than a raising of hands at a Council Meeting to adopt the IOM class. Where there is such overwhelming numerical support for a well-founded class (as there was for the IOM) this poses no great difficulty. For the future, and for less obvious cases, the RAAC set out a clear procedure.

In the same way that someone adopted into a family is very closely linked into that family, the Adopted classes are a fundamental part of the MYA family.

So, which are the Adopted classes?

There are two sub-groups of Adopted Classes.

One is the IRSA sub-group comprising the IOM, M, 10R and A Classes. The management of their class rules is under the ultimate authority of IRSA, via an ICA i.e. IOMICA, IMCA and ITCA, in the case of the One Metre, Marblehead and Ten Rater.



CLASSES

The other sub-group comprises the 36", 6 Metre and the Free Sailing 36", M and A Classes. The management of their class rules is under the ultimate authority of the MYA Council, perhaps via a Class Owner Group.

In both cases the management of the classes covers the provision of measurers, the issue of certificates, and the issue of interpretations and Q&As where necessary – all part and parcel of the quality assurance role provided by the MYA for MYA Club members.

Affiliated Classes

Again the process of affiliation to the MYA is clearly defined in the RAAC. As the term suggests there is a looser association between the class and the MYA family. Affiliated classes either administer their own class rules or use class rules administered by an authority other than the MYA which may be a manufacturer, IRSA or some other body.

Affiliation of a class to the MYA can be a first step towards Adoption or it can be an end in itself. It is entirely for the class to decide which. MYA Council is content to provide all its services to the Adopted classes and to give freedom to the Affiliated classes to manage their own affairs.

Currently the DF Classes, RG65 and Footy are Affiliated classes.

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. MYA Council always keeps its door open to enquiries from classes that want to come into the MYA wider family. However it remains their decision to do so.

Examples are the 65, Fifie, MicroMagic, Laser, Thames Barge, rc multihulls and Victoria classes. What are the major differences between the Adopted and Affiliated classes? Let's look at the things they have in common first.

National Championships and other major events for Adopted and Affiliated classes shall all be run using the MYA Standard Sailing Instructions. These are maintained by, and can only be varied by, MYA Council - again part and parcel of the quality assurance role provided by the MYA. Recently the SSIs have been brought up to date to mesh correctly with the 2021-2024 Racing Rules of Sailing and Appendix E. Access to publicity by way of space for class information, events, and champions in the Yearbook and MYA website, entitlement to presence in MYA exhibition space, and use of the MYA logo and name – all the same for both Adopted and Affiliated classes.

What are the differences?

The Adopted classes may be administered by Class Owner Group Administrations (COGAs comprising Class Captain, Class Technical Officer, Class Registrar + others) under the ultimate authority of the MYA Council, guided by the Class Owner Group Framework document, and using funds provided by central MYA funds. A glance at the Yearbook shows the 6M and RC A Classes have already embraced this option. The IOM COGA is getting to grips with this process.

Those Adopted classes that stage restricted entry events (IOM, M, 10R and A Class) have Ranking Events and Ranking Lists maintained by the MYA which is responsible for entering competitors to the restricted entry events our top sailors aspire to go to.

All the Adopted classes have class rules that require certification (measurement) to be carried out by Class Measurers who are trained and appointed by the MYA (and the COGs) under the RYA's authority and to their standards.



CLASSES

For the Adopted classes the MYA provides representation to IRSA and the ICAs. None of the above support is provided for Affiliated classes by the MYA Council, its officers, or funding.

Adopted or Affiliated classes – in summary

Superficially, as far as the sailor at club level is concerned, there may be little difference between them. In both cases the administration of the class will be provided by a group of people primarily concerned with that class – that is the point of the COGs and devolved administration to the Affiliated classes. In both cases the classes have the support that is appropriate for their needs.

The major differences lie in the management of the class rules and the provision of input and funding for class administration in the UK.

Importantly classes that are currently outside the MYA wider family have clear routes to become Affiliated or Adopted if they wish to and if they meet the requirements. Likewise the same is true for an Affiliated class that wishes to become an Adopted class.

Graham Bantock

Technical Officer, MYA

Regulations for Adoption and Affiliation of Classes document and Class Owner Group Framework document can be found on the MYA website.



Sailing Wellness, Cowes Week 2021 and all that

Towards the end of May, our Technical Officer (Graham Bantock) received this email from Simon Collyer of Sailing Wellness and it seemed highly relevant to the MYA and its activities so here is a precis. It seems especially interesting in that it links with the RYA and Cowes Week 2021.

Hello Graham

I am the founder of SAILING WELLNESS, my parents ran Collyer Smith Marine and I did quite a bit of RC racing in South Africa. Colin Farlam was the historian for the Royal Cape YC and we raced at Milnerton Aquatic (reservoir) and Canal Walk (a shopping centre) with lakes. The local boats were called T1's from memory.

I am looking into the potential of radio-controlled yacht racing at Cowes Week this year (2021). This would either be in a pool or potentially directly into the River Itchen. There are no fireworks this year but Cowes Week attracts large crowds (as you know of course) and it is Fastnet Year.

SAILING WELLNESS is a project tackling PTSD and depression and also disabled sailing for military personnel - based near Colchester. We lost our proposed home (a manmade lake in East Mersea) and we cannot do more till Anglia Water finish a review in September. We are looking at Ardleigh Sailing Club or Alton Water, which are owned by Anglia Water and Affinity Water.

We recently did a photo-shoot in Colchester Leisure Centre swimming pool with Hannah Stodel a four times para-Olympian and that has led to other BBC TV and radio appearances. Olympic Gold medallist and Silver medallist Saskia Clark is our patron. We have used RC sailing to raise our profile.



The next issue of e-Quaint will be published in September.
Until then, Happy Sailing!

