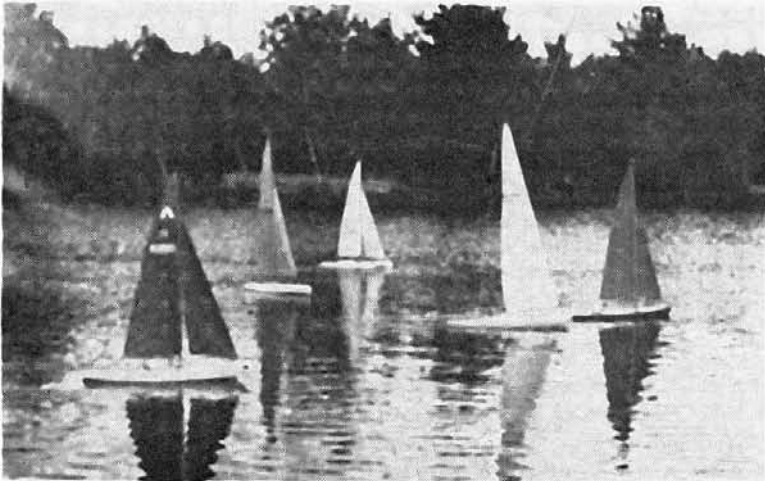


MODEL BOATS



The first M.Y.A. RM National Championship

run by Guildford M.Y.C. at Elstead
September 21/22.

REPORT BY ROGER STOLLERY

ELSTEAD Moat has never experienced such a sight before: large numbers of skippers were there well before the start: the atmosphere was buzzing with expectation: boats were being rigged and tried out: the 'Nationals' excitement had really come to the quiet picturesque Moat.

26 of the 27 entries turned out on the Saturday to be greeted by 0-10 m.p.h. SW winds of a very fluky nature. At this sheltered spot, this wind comes first from one side of the trees and then from the other, and boats can be sailing in the same line but on different tacks.

Six boats raced at a time and each skipper had 6 races in a total schedule of 27, at the end of which he had sailed every other competitor. The intention was to complete one schedule each day to give everyone 12 races. However, by mid morning, the weather deteriorated, umbrellas, souwesters and oilskins appeared, and many weird and wonderful transmitter protectors were hastily constructed. This did not have a beneficial effect on speed of the racing and although better weather eventually brightened up everyone's hopes, only 22 of the 27 heats were completed by the end of the day.

The racing was close and the standard of sailing remarkably high considering how long RMs have been racing. At the end of the first day, David Andrews from Leicester was in the lead with 66, David Waugh was 2nd with 56 and three skippers, James Douglas, John Cleave and Bob Jeffries, were tying for 3rd place.

In the evening skippers were invited to a get-together held in a local pub.

Sunday started with a statement of intent by OOD Joe Stokes to try to complete the two schedules: the weather was kinder with a brisk NW gusting up to 20 m.p.h. by the end of the afternoon. Greater emphasis was put on calling up the boats and the skippers responded marvellously to complete by mid afternoon. One heat was resailed after a protest about interference and the result of this resail gave the championship to David Waugh from the New Forest with 132 points. He was sailing *Capriole*, a boat to his own design, and was 2 points ahead of David Andrews sailing *Teazle*, a Witty *Typhoon*. Third was John Cleave of the New Forest with 120 points sailing *Knut*, a German *Ghibli* design, and fourth was Neil Charman from Danson with 118 points sailing *Red Admiral*, a Priest *Bewitched*. Norman Hatfield sailing *Troll* and Bob Jeffries sailing *Electra X*, an American *Soling* design, tied for 5th place with 104 points. In the sail off, Bob got a good start, just as he had done throughout the championship, but he was not able to match the speed of

Norman's tall rigged Tucker *Duck*.

Before the prize-giving a special race took place as an American, Mike Flinsch, visiting this country, challenged the winners to race. Mike was sailing a *Boomer* design, popular in the AMYA. This is a boat of 17-18 lbs displacement, 11 $\frac{3}{4}$ " beam and a vast 8" wide transom. The keel has no bulb but the lead is all at the bottom and the rig was short, about 65" hoist with a very big jib area. This race was watched with great interest as many wanted to see how this boat would perform. This was truly a historic occasion, as not only was this the first RM Nationals, but it was also, albeit *al fresco*, the first international RM race in this country. Mike got a cracking start but lost out on the next two off wind legs where he was passed by the other three boats. During the course of the racing there were some vicious gusts of around 20 m.p.h. and everyone had difficulty controlling their boats, especially the *Boomer* which showed to be very unbalanced and never seemed to get going. David Waugh won this 2 lap race by a leg from John Cleave and David Andrews with the American a leg behind them. It did seem a bit unfair since the others had had all the weekend to practise!

Margaret Smeed presented the magnificent new Model Boats Trophy together with the six prizes and consolation prize provided by the M.Y.A. The Guildford Club suggested that an RM championship should be run in 1974 and we were delighted to have had the opportunity to run it. We were lucky to have had so much backing from the RA skippers acting as judges, and lots of vane skippers to help organise and run the race, wives willing to make and serve refreshments and Joe Stokes to take overall command.

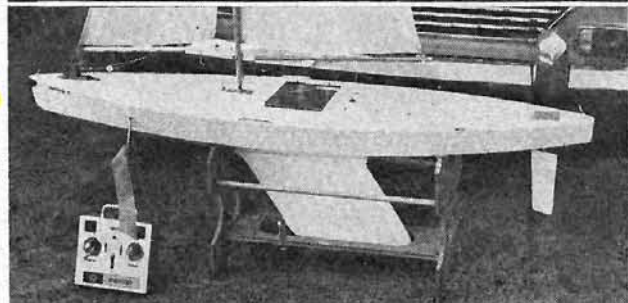
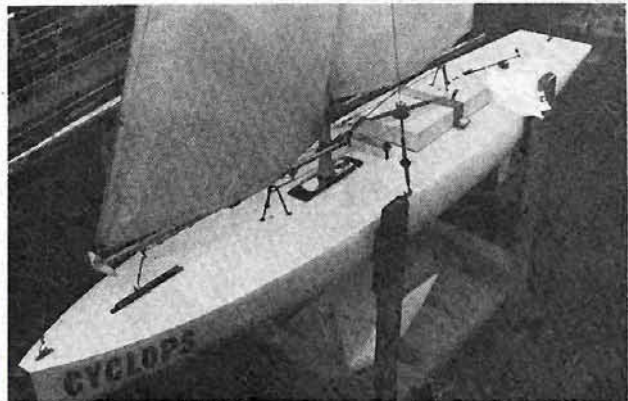
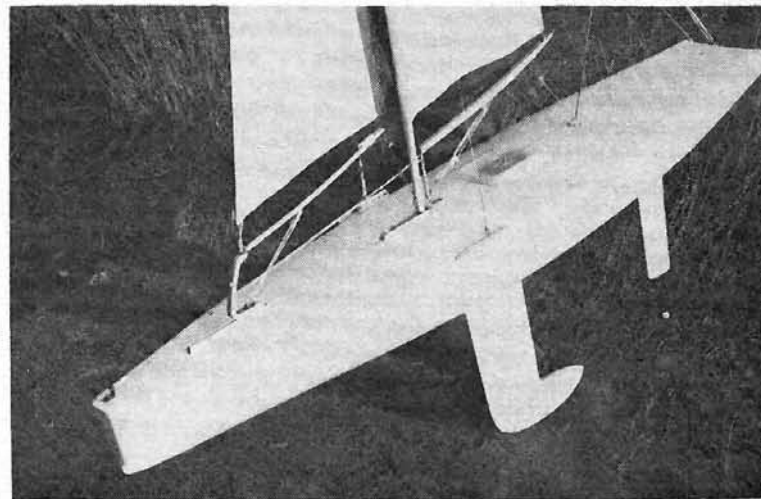
What are the lessons to be learnt from this race? Boats first - the first six were all different designs and their displacements were 15-21-20-23-24-18. Bob Jeffries and Neil Charman both used low rigs throughout the race; all the others were around the 85 max. hoist. Only John Cleave changed to a lower rig for the increase in windspeed. Most jib areas were as you would find on vane boats, 320-480, except for John Cleave, who had much more area in the mainsail, no doubt to gain a bit more downwind speed. Bob Jeffries used a rotating arm winch while all the others were drum winches. David Waugh's winch was a cone shape giving a quicker pull with the sails out and a finer adjustment and more power with the sails in. Only a few had a decent flag; the winner and Norman Curtis had the best examples. When it has to be seen at 100 yards it needs to be big.

The racing - six boats can be raced at one time provided no split frequencies are used. There were some accidental touches not affecting the boats' speed or direction, in the calm area where boats had no way on nor had their sails full. The OOD had to stick to the MYA rules but felt that in future, no penalty should be incurred if in the opinion of the judges neither boat suffered deflection. He also feels that the transmitter should be checked on a monitor when the boat is measured and the frequency recorded on the certificate. No doubt the use of a transmitter pound would further help to prevent stray signals from ruining the racing.

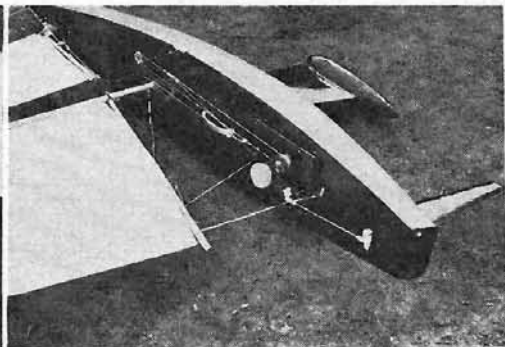
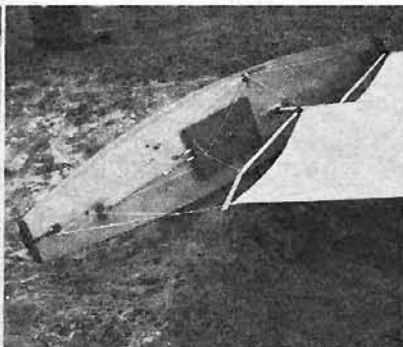
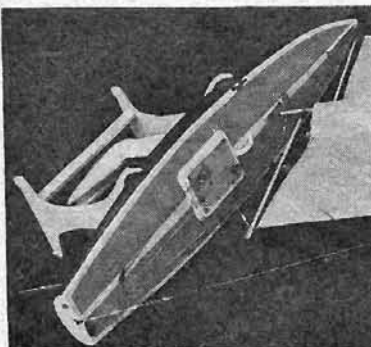
Boats at a distance were difficult to identify by judges and competitors trying to communicate. "The red hulled boat has an overlap". . . but there were 3 red hulled boats. . . the numbers are small at that distance. . . and even if they were bigger you can't say 2013, 2031, 2032 quickly enough. The answer could be a standard flag of the frequency colour that is obtained from the control point before you go on the water, rather like the colour pegs used for the transmitter. A small dinghy flag would be ideal; all boats would need to be fitted with a 3/16" socket. A coloured streamer would be an alternative. Then you could refer to blue or red without confusion.

Results

1.	1936	Capriole	D. Waugh	New Forest	132
2.	2018	Teazle	D. Andrews	Leicester	130
3.	1948	Knut	J. Cleave	New Forest	120
4.	1961	Red Admiral	N. Charman	Danson	118
5.	1010	Troll	N. Hatfield	Y.M.6	104
	1901	Electra X	C. Jeffries	New Forest	104
7.	1988	Puss in Boots	J. Douglas	Guildford	100
	1969	Early Bird	R. Potts	Danson	100
9.	2029	Cygnets	I. Harrison	Leicester	98
10.	1968	Frantic	N. Curtis	Guildford	88
11.	1992	Pabri	D. Robinson	New Forest	86
12.	1680	Endora	D. Priestley	Fleetwood	78
	2013	Cyclops	B. Brook	Fleetwood	78
	2031	Moonraker III	A. Abel	Guildford	78
15.	1982	Kung Fu	H. Wilde	Fleetwood	76
16.	1902	Claire de Lune	J. Robertson	New Forest	72
17.	1996	Blue Moon III	G. Coombs	New Forest	66
18.	1981	Beta	G. Burgess	Fleetwood	62
19.	1985	Mellow Yellow	G. Taylor	Guildford	58
20.	1716	Limey	M. Colyer	Leicester	50
21.	1997	Honey II	A. Pidgeon	Cleethorpes	48
22.	2017	Mac I	S. Colyer	Leicester	40
23.	2020	Pirate Red	H. Briggs	Cleethorpes	28
24.	1984	Icarus	S. Ward	Fleetwood	18
25.	2032	David T	N. Thomas	S. Wales	6
	Retd. 2028	Bambicham	Scratched 1999	Jim	



Heading shows a quintet heading for the start line; note unusual 'all-jib' una rig of Pabri, quite efficient in light airs. Top, this page, winner Capriole is original design but admits slight Sailplane influence, uses home-built fittings from homely odds and ends. Above, two swing-arm users were Cyclops (Basil Brook, perhaps better known as a power man) and David T, a China Boy up from South Wales. All skippers said they'd learned a lot. Below, winch inside or out? Three typical entrants.



In the Tideway

DECEMBER issues have frequently carried comments on the year past, especially where something outstanding or important has taken place; looking on the last months brings mixed feelings. Perhaps the weather wasn't really as bad at the time as it seems in retrospect, but there seemed to have been precious few 'normal' week-ends. Yet most of the major meetings were blessed with tolerable conditions, even if temperatures were below average. Unusually high rainfall either spared Sundays or fell on club events; there seemed to be a lot of wind at power boat regattas but less at sailing meetings. British weather is of course contrary, but we can't remember a season when it was so consistently dull.

On the other hand, most meetings were runnable, and conditions for the World M/R Championship at Keighley and the A Class International at Gosport were close to ideal. The M.P.B.A. 50th Anniversary was intended to be celebrated with three inter-area regattas but in the event only one took place, and that without any representation from the south.

Multi-racing and both vane and R/C yachts showed the greatest activity, but the steady increase in scale power models continued. Noise has perhaps been the cause of most controversy but an adequate solution still proves elusive. A prize for the most unrealistic figure may well be deserved by Sheffield Parks Committee, who want a level of 65 dB, which is about the level of normal conversation; perhaps their way of trying to freeze out i/c engines?

Undoubtedly the most important development of the year was the recognition of the Model Yachting Association by the Central Council for Physical Recreation, and the acceptance of the M.Y.A. as a member organisation. This breakthrough into official status occurred in late October, and follows a lot of groundwork by Norman Hatfield and a handful of others who have put model yachting into the C.C.P.R.'s eye through dinghy and other recreational exhibitions. Official recognition means a strengthened hand in applications for water facilities and might even lead to grants in support of certain approved activities; it should bring model yachting within the scope of a recent Water Resources Act which encourages the use of water for recreational and sporting activities by classifying it as a sport rather than just a hobby. Quite a comforting thought with which to start 1975!

Late Deliveries

Another comforting thought is that the late arrival of *Model Boats* which has dogged us over recent months should now be at an end. We have changed printers as from this issue; this one is deliberately planned to appear a few days late, to go some way towards evening up the supply, and as from the January number we should be back to the punctual publication which was maintained until February of this year. We apologise to readers who have suffered from late delivery; it is little consolation to know that lateness has not been confined to this magazine, though it does indicate that many other firms in the printing and publishing industry have experienced similar difficulties.

Lion or Lamb

Readers interested in J. H. Faux's modified *Swordsman* with modified O & R engine, which was discussed in our September issue, may like to know that in this season the model clocked up wins in the National Petrol Championship (Manchester, April), Northern Speed Championship



A pattern of boats - quite an arty picture at the 36R Nationals by Chris Williams.

(Liverpool, May), National Speed Finals (Birmingham, June), and International Multi (Fleetwood, Aug.), as well as second place in Open Multi (Fleetwood, May) and the Northern Multi Championship (Sheffield, Sept.). Most of these were events open to 10 and 15 cc. glow engines, too.

Art

A new exhibition, 'The Art of the Ship Modeller', opens in the Special Exhibition Gallery at the National Maritime Museum on Dec. 12, with the purpose of showing the heights of excellence achieved by both professional and amateur model-makers and to encourage others to strive for the same standard. On show will be warships and merchant vessels, sail and steam, P.O.W. models, miniatures, open boats etc., plus skills and techniques, possible research areas, etc. 10-5 Mon. to Fri., 10-6 Sats., and 2.30-6 Suns. Free, and well worth a visit.

100 This Year

Some of the newer clubs who have only been going for 50 or 60 years will want to congratulate Ryde Model Yacht Club on this year achieving its centenary. From 1874-1882 yachts were sailed on the open sea, but the club transferred to Ryde Canoe Lake in '82 and still uses this water. The club flourished until W.W.I, but then faded somewhat until a revival in 1933. Mr. R. Searle, the present Commodore, joined in 1934, and another current member, Mr. E. Scovell, was a pre-war National Champion in the 'M' class, for which, incidentally, the club was allocated the first 20 British numbers.

Present membership is 33 and race mornings are held on the 1st and 3rd Sundays of each month, with informal sailing on the other Sundays. One wonders what they will be sailing at the end of the next 100 years!