This sweet yellow proto named Rocket is by designer/builder Mike Cooke of Aardvark Technologies in the UK. Better known for his fixed wing Moths, he has an interest in radio sailing and develops his own stuff. I don’t think I’ve seen an M with a wave piercing bow, and inverted V foredecks are not common in current designs either. Flat decks are the current preference as on Grunge, Noutriam, the 2013 Quark and Red Ant designs. However, the current Quark from BoatsETC now includes an inverted V foredeck, so there is an evolution of note. Rocket includes a mast hole for a swing rig on a more recent version. Check him out on the Internet.
Marblehead racing in AMYA Region 6 is fledgling, but there is a pulse. Thanks to Bruce Andersen’s prodding and the efforts of San Diego Argonauts Mike Eldred and Bob Hirsch we had a friendly regatta in 2017 and an AMYA Nationals in 2018 as part of Race Week. Both were successful with lots of enthusiasm from the skippers, and you can read about them in the regatta reports later in this newsletter. To continue M racing growth in AMYA Region 6 the plan is to have one-day M racing precede IOM regattas, because the interest appears to lie with current left coast IOM skippers. Any M skipper is invited of course. Joining the 10R Nationals with our Ms in August at historic Spreckles Lake in San Francisco is an unexpected and happy bonus.

### 2019 M Regatta Schedules in AMYA Region 6:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time &amp; Info</th>
<th>Event</th>
<th>Location</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/21</td>
<td>See NoR (Page 13 below)</td>
<td>Midwinters – Friendly M Regatta Day on Thursday (before IOM 3-day)</td>
<td>Mission Bay, San Diego, CA</td>
<td>Bob Wells Seattle MYC</td>
</tr>
<tr>
<td>4/26</td>
<td>See NoR (Page 16 below)</td>
<td>COW Regatta – Friendly M Regatta Day on Friday (before IOM 2-day)</td>
<td>Coulon Park, Renton WA</td>
<td>Bob Wells Seattle MYC</td>
</tr>
<tr>
<td>8/15-18</td>
<td>See NoR (Page 19 below)</td>
<td>USA 10R Nationals (Ms welcome without 10R certification, unless your M is optimize for 10R rating)</td>
<td>Spreckles Lake, San Francisco, CA</td>
<td>Ryan Schofield San Francisco MYC</td>
</tr>
</tbody>
</table>

### M Class General Info:

**M Organization & Rules Primer**

By Bob Wells

I’m new to Ms so I did a little digging to satisfy my own curiosity (and to share) on how the class is organized. Depending on where and with who you want to sail with, there are different Marblehead class management organizations and rules:

**IRSA M**: For international M sailing IRSA ([https://www.radiosailing.org](https://www.radiosailing.org)) manages the class, and the preference is that this is temporary until the class forms a COA (Class Owners Association) to take over class management. IRSA actively manages the class rule, and most recently updated the rule to coordinate with World Sailing’s Equipment Rules of Sailing updates, which was not a minor task. IRSA also oversees the international M championships through a selection process, their championship rules, and their follow-up report. You can read about the 2018 Biblis M Worlds with 76 entries from 12 countries here: [http://worlds2018.marbleheadclass.org](http://worlds2018.marbleheadclass.org). The next M Worlds is 2020 in West Kirby, UK. I suspect it will be sold-out on allocations because there is an excess of nearby M skippers vying to get in, and it is a special radio sailing venue on the edge of the Irish Sea.

Ms seem to be especially popular in the UK, France, Germany, Italy, and Australia, and many more countries race Ms and have entries in World Championships. Worlds see many newer boats, which are all carbon and obsessed with lowest weight possible for performance. Some older carbon designs still compete well with the latest hot designs, after they receive foil and rig upgrades.

What do these boats cost new? My inquiry about purchasing a new IRSA M from a popular builder quoted me $4,500-$5,000USD ready-to-sail, including the rigs kits supplied by SAILSetc that I assembled. The wait was, “at least 17 months”, which affirms IRSA M racing is in demand and growing globally. It turns out that SAILSetc supplies rig kits specific for the Quark, Grunge, and Nioutrum, in addition to their standard
M kits. There are other rig suppliers and SAILSetc has resellers around the world also. I also found used modern Ms offered for sale in Europe, Australia, and New Zealand.

**AMYA M**: USA is a part of IRSA, but the USA M class chooses to not follow the current IRSA M Class Rules for AMYA events. Instead they use an earlier IRSA that is Effective March 1, 1998 (the actual reference is to the Radio Sailing Division or RSD, which has been renamed IRSA). AMYA M information and measurement forms is all available at [https://www.theamya.org/boats/marblehead/](https://www.theamya.org/boats/marblehead/).

Our long-serving M Class Secretary, Standley Goodwin, oversees the AMYA class with 139 members, where most of the regattas and National championships are on the east coast in or around Marblehead, MA; where Ms were founded in the 1930s and where Stanley lives. The emphasis is to refurbish existing Ms circa 1970s, or hopefully a bit newer, for inexpensive quality racing. This takes advantage of the hundreds of existing Ms that were refined when the class flourished in the USA. I thank Standley for his long service and keeping the M class alive in the USA.

**AMYA American M**: This is a recent sub-class of 45 members, where the idea of “American M” is to bring all eras of these beautiful boats to the water at the same time”. To accomplish this, they created slightly different rules for the Pre-1970 versus Post-1970 Ms. These rules share a 2.5 lb. minimum hull weight that excludes rig and foils, and a 20” depth limit. They accommodate IRSA Ms within the Post-1970 section under Rule 6.: “The International rule boats can be registered in the class as long as they meet the post 1970 rules above with the weight and draft rules stated (2016)”. The class is further defined here: [https://www.theamya.org/boats/american_m/](https://www.theamya.org/boats/american_m/).

Biff Martin is the Class Secretary and he also lives in Marblehead, MA; where the M class was founded in the 1930s. In the AMYA’s Model Yachting magazine - 2018 Winter issue, Class News section; Biff expressed his wish that all phases of M class sailing grow and prosper, including “Stanley Goodwin’s International M” and within the US Vintage Model Yacht Group. He makes the point that the American M “is the only part of the M to use the original M rules”. He seems parochial about the IRSA M when he called it, “a European man’s idea of what a M should be”; but then he reiterated, “we can all race together and enjoy this great class”.

**US Vintage Model Yacht Group**: This is a 20-year-old special interest group that is part of the AMYA, whose goals include the preservation, building, and sailing of older model yacht designs and the study of the history of the sport of model yachting. They have their own rules for radio sailing their Vintage M (VM) and V36 class regattas, where most of the boats are replicas of older vane models or new designs inspired by and in the spirit of older model sailboats. The regatta venues seem to be mostly in three locations; Central Park in NYC, Spring Lake in NJ, and Marblehead, MA. Their website is at [https://usvmyg.org/about/](https://usvmyg.org/about/). If you haven’t already, go there for the history of the M class. I wish this group that preserves our history success and a long life. Now I’ll sign up to receive their 20-year publication, The Model Yacht".

**Detroit Model Yacht Club**: DMYC has raced the M class for some time, and they modified the M class rules for their club sailing to reduce cost and encourage participation. Their website says that two rigs are allowed with sails from a local sailmaker, depth of keel is limited, and weight of hull is limited. Older boats can still be competitive and are extremely cheap, as low as $250.00 for a hull. Add new rigs and the total cost can be less than $500.00. More at: [https://dmyc.org](https://dmyc.org).
Recent M Regatta Reports from Left Coast:

Practicing and socializing the day before the regatta at the venerable Mission Bay Model Yacht Pond, where our conditions were always terrific with the westerly more central on the pond than usual at about a 10-knot average - with few wind holes. The dappled shade is really nice in the San Diego summer. Bob Wells image.

2018 M National Championship (August 1-2, 2018)
By Bob Wells

2018 San Diego Argonauts Race Week included this year’s M National Championship, and it is also recognized as the Bob Debow Memorial Regatta. We sailed at the venerable Mission Bay Model Yacht Pond on Vacation Island in San Diego, and conditions were terrific with the westerly more central on the pond than usual at about 10 knots average. Of course, there were many shifts, but importantly few wind holes. The sunny conditions came with extra humidity. As the elegant Ms sliced up and down the pond quickly, they were dragging some very hot and tired skippers in the afternoon because there are few breaks in single heat racing and this is one long course. I was pooped at the end of both days.

Another way to describe the field is nine IOM skippers racing in a faster more exotic class. It is no accident that the M Championship preceded the IOM Championship or that most of the M skippers competed in IOMs also, providing five continuous racing days in two National Championships for eight of us. Argonauts Commodore Mike Eldred and Bruce Andersen promoted M sailing in San Diego in 2016 and 2017 with friendly regattas prior to IOM events, and this championship is the result of that ground work. Bruce also supplied three of the yachts racing and George Pedrick supplied two, which is over half the fleet! Competitive M racing has a pulse on the left coast, and the format of Ms racing before IOMs is showing early results and slowly gaining momentum.

From my limited experience of three days sailing loaners so far, Ms are the most fun radio sailing boat that I have enjoyed. It is easy to get addicted to acceleration and this venue is all about acceleration out of the many shifts. All the carbon is serious eye candy from my IOM oriented perspective too. There are two new Ms in the fleet since last year, with Bruce’s Grunge the belle of this ball in red. This standard Grunge included hull/foils/bulb from Robot Yachts in UK, rigging kit(s) to Brad Gibson’s spec from SailsETC, and BG’s rigging guide to get performance right. Al Chernin did an excellent job building his Indie in carbon finish, which is BG’s line plan for home builders based on Grunge. Al is new to Ms like a lot of us, and he showed up with a B-rig so he was underpowered. He pointed so high that upwind he competed well with the back of the fleet, but downwind he was off pace. Al now knows he needs an A rig, and the swing types proved superior.

This championship was an IRSA M duel between Bruce and Gary Boell in doubt until the end, with Bruce winning by a 4-point margin. Their Ms have all the updates, and mostly sailed at the fleet front
against each other. The race for 3rd was between two carbon finished beautiful Bantock Ms owned by George Pedrick. Unfortunately for George, the Paradox (without swing rig) sailed by Mark Golison won by 6 points. George’s Ms were state-of-the-art in the 90s, and lightly used since as well as not “pimped” from original – if you missed the reference search “Pimp my Marblehead” by Brad Gibson. The race for 5th and final trophy was a tie, with Stan Wallace winning by countback over Al Chernin. Inadvertently the trophy went to Al at the pond, and was corrected a few days later – about the only mistake the race management team made.

Bruce Andersen has years of M sailing in his past at Central Park in NYC, but that ended 20 years ago. He wants the class to be active again on the left coast, and to that end he brought a loaner fleet. It included a 25-year-old Martin Firebrace design sailed by Stan Wallace that uses a carbon swing rig with Amen Sails of similar vintage. On swing rigs you just ease the main downhaul for storage, so it probably has a 25-year-old tune too. This one came balanced and easy to sail when I borrowed it in 2017. Bruce’s other loaner is a more current Vickers design. This one was not tuned and I was the dreaded low and slow when the racing started, as well as lost on how to correct it. Swing rig tuning is different. My guesses at tuning just made it worse through the day. Finally, to begin the 2nd day I copied the Grunge’s much flatter twist with Bruce’s assistance on what strings to adjust, and the boat was competing and gradually improved to podium finishes at the end of the regatta. Why I didn’t do this simple comparison the 1st day is a mystery. Still more tuning and sorting to do, but this design shows promise.

Jerry Brower sailed his decidedly old-school Viper+ with a shorter fin, a deck of a few balsa beams and Coverite iron-on plastic, and a Kevlar hull (the only non-carbon hull). Last year in lighter air Jerry was competitive with this package, but this year’s stronger wind left him off pace. Electronic issues on original equipment during race 7 took him out of the regatta. Back then the winch/servo system was glued together as part of aggressive weight saving, so nothing is easily replaceable.

Thank you to the San Diego Argonauts organization for another great Race Week experience, and especially Organizer Bob Hirsch. PRO Tom Gardner graciously stepped up to serve for the Ms, and he did a nice job orchestrating race management and the cadence of the races. The system of three in a row and then a 10-minute break works well for single fleets. Tom’s wife, Glenda, recorded the scores; and I’m happy to report this husband-wife team was still smiling at the end of both days. Organizer Bob was smiling too, and relieved to have one regatta completed so successfully with “only” eight more to go…

Regatta Summary:
Event: 2018 M National Championship
Date: August 1-2, 2018
Location: Mission Bay Model Yacht Pond on Vacation Island
Host Club: San Diego Argonauts (1st of 9 Race Week Regattas)
Entries: 9
Winds: 5-11 knots
Races Completed: 24
Scoring System: HMS 2007 V2.2q

Results after 24 Races with 4 Throw-outs:

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<thead>
<tr>
<th>Position</th>
<th>Skipper</th>
<th>State</th>
<th>Hull* (Designer)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bruce Andersen</td>
<td>ID</td>
<td>2018 Grunge (B. Gibson)</td>
<td>34.0</td>
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<tr>
<td>2</td>
<td>Gary Boell</td>
<td>CA</td>
<td>2016 Mantra (J. Byerley)</td>
<td>38.0</td>
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<td>3</td>
<td>Mark Golison</td>
<td>CA</td>
<td>1993± Paradox (Bantock)</td>
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<td>George Pedrick</td>
<td>CA</td>
<td>1998± RAD (Bantock)</td>
<td>72.0</td>
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<tr>
<td>5</td>
<td>Stan Wallace</td>
<td>Bahamas</td>
<td>1993± Martin Firebrace Design</td>
<td>100.0</td>
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<tr>
<td>6</td>
<td>Al Chernin</td>
<td>CA</td>
<td>2018 Indie (B. Gibson)</td>
<td>100.0</td>
</tr>
<tr>
<td>7</td>
<td>Bob Wells</td>
<td>WA</td>
<td>2016 Vickers Design</td>
<td>104.0</td>
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<tr>
<td>8</td>
<td>Ken Weeks</td>
<td>TX</td>
<td>2017 Pencil (Bantock)</td>
<td>145.0</td>
</tr>
<tr>
<td>9</td>
<td>Jerry Brower</td>
<td>WA</td>
<td>1993± Viper+ (B. Sterne)</td>
<td>166.0</td>
</tr>
</tbody>
</table>

* Approximate year built (not design year)
A close-up of Bruce’s Grunge with swing rig. Rake adjusts with plates at deck surface, and Bruce changed to more rake for the second day. His B, C, and D rigs are conventional and would be placed aft a few inches in a shallow recess where the ram is seen. The angled lever is called a “gizmo”, which is fiddley to set up, and will allow you flatten the rig for pointing when needed. Notice how low to the deck the booms are. Chris Sullivan image.

Another view of the red Grunge showing more deck and rig. Notice jib luff is shorter than the leach. I just learned from BG that the jib tack is raised to similar height to the mainsail clew because when over-pressed, the boats roll to windward downwind, and a low jib tack would drag then grab in the water early. This happened to me in my loaner Vickers design often when the wind was up, and I had to keep pulling the sails in to get the jib tack out of the water. Chris Sullivan image.
2017 M Midwinters Friendly (Feb 10, 2017)
Mission Bay Model Yacht Pond in San Diego, CA

Bob Wells reporting

It is nice to have a preliminary before the main event, and for the second time we had a Friday Marblehead class friendly regatta as the prelim for the IOM weekend Midwinters regatta. If you sailed in both regattas you got three days of winter sailing in a bucket list venue in balmy conditions hosted by the San Diego Argonauts. Ten Ms joined the fray and the event was a success. I’ll bet they do it again next year. It is just talk now, but that’s how this event happened and we now have momentum. There is also talk to try and get the M’s sailing as a class again in California, and maybe to continue to sail it as a prelim to IOM multi-day regattas.

The fleet was mostly a collection of boats that have been stored for decades and need some love desperately, but there were three modern boats. Gary Boell sailed his sweet 2016 Mantra by Jeff Byerley of Mirage Radio Yachts. This one had sailed once before - the 2016 Worlds in Limone, Italy; where Gary had a solid mid-fleet finish for a noob to Marblehead’s. Then the boat went back in the box until this regatta. Clearly Gary didn’t figure out the light air tune, because he was my bookie’s heavy favorite. Gary, don’t you rake “back” in light air?

Bruce Andersen and Mike Eldred sailed a recent Ian Vickers design that looked like a stretched slightly skinny IOM V9 to me. They built them over a long weekend in 2016 and never quite completed them. In Eldred’s case, he is like the carpenter that never quite finds the time to work on his own home. Mike had water intrusion issues, so he pulled his boat out early. Bruce actually worked on his over the year at home, and he was frustrated he couldn’t make it go like he wanted. It just looks like it needs a finish coat of paint to me, but what do I know?

The prettiest boats in the fleet to my eye were the two black carbon ones from SAILSetc with white deck patch. They have been sitting in storage for a decade or more, and they look flawless, if a little dated, with the shorter thicker fin and bulb. The shorter fin was a plus I think in the light air that we sailed in. George Pedrick was sailing the RAD, the very boat that Graham Bantock won the WC with in 1998 in Viry-Châtillon, France. So, this beauty is 18-19 years old. His wife, Gene Harris, sailed a Paradox that apparently is from the early 1990s. Both are lightly used and the Mylar sails and everything look new. This was an easy win for George I think, who is one of our best left coast skippers.

Jerry Brower showed up with a 30-year-old Viper+ by Bob Sterne in Canada with clear Kevlar hull with Coverite style film deck on balsa beams, plus lots of dust and cobwebs. The Viper is optimized for light air and flat water, so that was a plus. As always Jerry was competitive and he sailed better than his equipment suggested he should to 2nd place. He won the first race to show he was in it to win it, but the more modern foils and rigs were hard for him to stay with.

Joe Damico sailed an older Scalpel that be borrowed from Bruce Andersen. From the funky swept back fin I’ll say it was an earlier version that was ridden hard and put away wet. It still has that sophisticated conventional rig though. Joe was quicker upwind and doggy downwind, until the RMG mount broke and the boat retired.

At the other side of the spectrum the recently retired Bob Dustin showed up from Washington state with a big smile and not knowing anybody. He sailed a Swede Johnson ORCO Skinny designed in San Diego. It is an earlier garage built boat sans the exotic carbon and sophisticated foil and rigs. Still it predicted the M move to going skinny and was designed for the local waters, but it has had a hard life. Bob lucked out because he borrowed Bruce Andersen’s Pikanto so he also sailed two days with the IOMs and he has a bunch of new friends. I’m afraid he is hopelessly hooked on radio sailing now. (Update – three days after Midwinters Bob has purchased a V9. Hopelessly hooked indeed!)

Fred Rocha showed up in his West Marine work cloths to be PRO, so you know it was well run.
This was my first experience sailing an M in a regatta as well as sailing a swing rig. Adapting to the swing rig took no time at all. My steed was evidently the last M that the legendary Martin Firebrace designed that Bruce Andersen loaned it to me. Bruce and Mike Eldred built one each of these together to a while back. It looks like a slightly beamy modern M to my eye with a long skinny fin and all carbon construction. The carbon rigs and Amen sails are much older, and I noticed a stamp for the “1998 US Nationals”. Bruce thought they were at least ten years older than that. Mostly I used the A+ rig in a clear scrim Mylar, and when it got lighter the full hoist A rig with a light jib in Test 505 fabric, which Bruce said is for 3-5 knots in Central Park. Swing rigs are fun to tune as you just hold the butt in your hand and swing back and forth to test shape. You can adjust everything on it, which is a danger for a rookie like me.

There’s always some dread when you sail borrowed kit that has been in storage for years. I started with the A+ rig to suit the wind and struggled early to no surprise. For downwind there was some End Point adjustment to correct and the swing rig was sticky. Applying McLube after a race a few times solved it. The performance issue, aside from me, was the mainsail was really tired and I lacked the beans to stay with the top guys. But I was having a great time and my finishes were improving: 9th (grounded twice!), 6th, 6th, 4th, 3rd, and 3rd. When have you ever been in a regatta and your finishes never regressed?

That last race had gone to very light wind, so I switched to the full hoist light rig, and immediately wished I had done this the race before. I’d say the wind was maybe 2 knots and the water was flat, and it was so light the wooly telltales uselessly just hung. This rig looked a lot better though and that Test 505 jib was so soft it luffed easily when I pinched. I was fast, and I knew it! I won the next race with a healthy gap to the next finisher. The last race I sailed into some holes early and George Pedrick jumped to a big lead on the fleet. I start slowly reeling him in, but at the last leeward gate he still enjoys a sizeable lead. But I’m faster and higher because my soft jib lets me keep finding the elusive groove. George can only guess if he is footing or pinching with his Mylar jib that is too heavy for the conditions. John Ebey bet on me at the last leeward mark, but it didn’t look like smart money at the time (thanks for the support!). I make steady gains on each shift the whole leg, and it was in doubt right to the end. I pipped George by a boat length by catching the last few shifts a little quicker. That was fun finishing with two bullets after such low expectations. I’m hooked…
This gives an idea of the scale of the M with the big rigs, and these are big tall guys. Gary Boell (L) is holding his 2016 Mantra design from Jeff Byerley in Tasmania. Bruce Andersen (R) is holding his almost finished all carbon Vickers design, a thoroughly modern M built in 2016 that needs sorting and something more than primer paint. A long skinny modern bulb might be nice too. Bruce generously brought three Marbleheads and all sailed, which is how to promote a radio sailing class. Chris Sullivan photo.
M’s Back in WA (Western Oz):

Marblehead’s back in WA

Editor: This late 2018 article is from the Australian Radio Sailing website, and WA is Western Australia, not Washington State. The author is Sean “The Prez” Wallis (3rd in 2017 USA IOM Garland Nats).

The Marblehead has been missing in WA for a long time but that appears to be changing. Three boats have found their way to new homes in WA, to the ARYA President & ARYA Secretary (Sean Wallis & Ross Bennett) with Glenn Dawson looking to pick up the third of the Brad Gibson designed Indie’s.

No doubt the interest in the class will see further growth in WA and it’s not surprising why. Since the release of line plans for the Indie by BG in 2014, the option to self-build a boat that is competitive against the production boats has seen the Marblehead fleet in Australia go from strength to strength providing sailors with extremely competitive racing, with the Indie sailed by Scott Condie winning the 2018 Australian Championship.

Looking at the history of the class, before the IOM Class era the Marblehead class was the one everyone wanted to sail and win in. The class lead the way in modern designs and technology, the M class had carbon masts well before it was common in full size sailing. There were many new and exciting ideas with rigs and designs, fed by creative home builder’s and innovative thinkers. People like Roger Stollery & Graham Bantock in the UK and John Amens in the US, Waliki in Germany, just to name a few. They were utilising carbon fibre in spars and hulls in an era when only the very elite of other sports were using it. The freedom of the class rules allowed designers to try ideas and test on the race course.

Today the elite of the sport are still attracted to the class, and it is possible that to some degree the level of experimentation has slowed and this allows older boats the chance to compete without being obsolete overnight. As in a great article by Brad Gibson “Pimp my M”, an older M class hull can be upgraded and made competitive again by adding a new fin/ bulb and some new rigs.

Yoda (David Thomas) and Lincoln McDowall have been developing M class designs in Australia for many years and have won many Australian and State championships. They mould the hulls using Infusion resin techniques which keeps the costs down when compared to Pre Preg moulding. Their current hull shapes are variations of Fuzzy Logic design (2008), the F3, F4 and F5 are all competitive shapes. Testing of various fin and bulb positions and rig performance have been the most critical to success in racing.

There are now a number of designs regularly sailed in Australia including the Indie, Nioutram, F5, Vibe and the BG designed Grunge, just to name a few! So if you are looking for the next challenge it’s fairly apparent that the M is the way to go.
The is the distinctive **UP** by Roger Stollery in the UK, that is competitive at top level when sailed by his son Peter. I think it has a narrow bow at the waterline for pointing in light chop and otherwise the bow is tall with flare for resisting diving in stronger wind. I think that I detect a curved lip to deflect water at the bow too. A very different bow design philosophy from **Rocket** on the cover. It appears the sheet connects to the spar in front of the mast, and this boat exclusively sails with swing rigs. Many more **UP** images here: [https://www.youtube.com/watch?v=2ELhP6Bjsp8](https://www.youtube.com/watch?v=2ELhP6Bjsp8)
2019 “no frills” Marblehead Class Friendly Regatta – San Diego

NOTICE of RACE
You are cordially invited to participate in a “no frills” Marblehead Class Friendly Regatta, where the goal is to promote M racing in AMYA Region 6.

ORGANIZER: Seattle Model Yacht Club (AMYA #132)
WHEN: 2/21/19 (Thursday – day before 2019 IOM Mid-Winters)
WHERE: Mission Bay Model Yacht Pond, San Diego, CA

SCHEDULE:
09:30  Skipper’s Meeting
09:50  Warning Signal for 1st Race
10:00  Race
16:00  No race to start after, or at the PRO’s discretion.

Lunch is not provided. PRO’s choice on when there is a formal lunch break.

RACE STAFF:
Race Chairman: Bob Wells
Administration: Bruce Andersen
Principal Race Officer: TBD
Protest Committee: TBD
Technical Committee Chairman: Bruce Andersen
Scoring & Timekeeping: TBD

1. RULES & GOVERNANCE: This Regatta will be governed by:
The Racing Rules of Sailing 2017-2020 as changed by RRS Appendix E;
The Championship Regulations of ISAF-IRSA;
This Notice of Race (NoR);
The Sailing Instructions (SI);
The Class Rule is the IRSA M or AMYA M (skipper selects one);
The Equipment Rules of Sailing 2017-2020,
The Sailing Instructions shall prevail in case of conflict with this Notice of Race

1.2 CHANGES TO RACING RULES OF SAILING (RRS):
1.2.1 RRS E1.1 (Definitions): the following is changed to: “A boat is disabled while she is unable to continue competitively in the heat”.
1.2.2 RRS 62.1 & E6.6 (Redress) the following is added: “In order to qualify for a redress hearing:
i. if the incident occurred on a leg of the course, the boat requesting redress must retire on the leg of the course upon which the incident occurred,
ii. or if the incident occurred at the start or within the 4 boat length circle surrounding a mark of the course, the boat requesting redress must retire before entering the 4 boat length circle surrounding the next mark of the course.
iii. for the purpose of this rule only, a mark and its offset mark are considered a single mark.”
1.2.3 RRS E4.3(b) (Taking a penalty) is changed to read as follows: "if the boat gained a significant advantage in the heat or race by her breach of a rule despite taking a one turn penalty, her penalty shall be additional turns as required to negate the significant advantage gained."

1.2.4 Add to RRS E8 (Identification on sails): G1.1(c) A boat chartered or loaned for an event may carry national letters and/or a sail number in contravention of RRS E8 G1.1. Where there is a conflict between sail numbers, the procedures of RRS E8, G1.3 shall apply.

1.2.5 Add to RRS 60.2 (Right to protest): "(d) A Race Committee may protest a competitor who refuses to act diligently as an assigned observer. Penalty may include exclusion from the competitor’s next scheduled heat resulting in a DNS for that heat."

1.2.6 Boats breaking SI 9.2 (Launch Area), SI 9.4 (Finish Line), SI 10.1 (Practice Area), or SI 10.2 (Non-competitors on the course), may be penalized by the Race Committee without a hearing. This changes RRS 63.1. Boats will be penalized according to 1.2.7.

1.2.7 Add to RRS E7 (Penalties): E7(c) require her to take a one penalty turn after the starting signal and prior to crossing the starting line for her next heat.

1.2.8 If the fleet is subject to a general recall, the second start will automatically be done under the penalty of the "I" flag (RRS 30.1) wherein any boat (or portion thereof) OCS at the starting signal must sail around the end of the starting line prior to re-starting.

1.2.9 If the fleet is subject to a second general recall, the third start will automatically be done under the penalty of the “Black Flag Rule” (RRS 30.4) wherein any boat (or portion thereof) in the triangle defined by the starting line and the weather mark is immediately disqualified (without a hearing) from that heat/race.

1.2.10 If a boat starts in the wrong heat, the RO may either assess a penalty consisting of either:
   i. a one penalty turn after the starting signal and prior to crossing the starting line for her next race or,
   ii. exclusion from the competitor’s next scheduled heat resulting in a DNS for that heat, depending upon how much the interloping boat interfered with the boats properly sailing in that heat. This changes RRS A5, RRS 63.1, and RRS E7.

1.2.11 RRS 63.7 (Conflict between Rules): The Sailing Instructions shall prevail in case of conflict with this Notice of Race.

1.4 FREQUENCIES: Permitted frequency bands are FCC-approved surface bands.
   i. Transmitters on 75 MHz must be narrow band certified. Radio frequencies will be allocated on a “first come first served” basis. No conflicts will be allowed. Each competitor is required to have a minimum of three (3) additional frequencies available.
   ii. 2.4 GHz Transmitters are encouraged, and are exempt from rule E2.4 in the RRS.

2. ELIGIBILITY AND ENTRY: The regatta is open to all boats of the M class.

3. PRE-REGISTRATION & FEES: Digital entry is requested with no fees.

4. REGISTRATION & EVENT MEASUREMENT/CERTIFICATION CHECK: None

5. SAILING INSTRUCTIONS: Will be available prior to the skippers meeting.

6. SCORING SYSTEM: The regatta will be raced and scored using the current Heat Management System (HMS). Boats finishing in an incorrect heat will not be allowed to sail in their assigned heat for that race and will be scored DNS for their correct heat.

8. DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

   All those entering or taking part in this regatta do so at their own risk and responsibility. WORLD SAILING, IRSA, IOM ICA, AMYA, USA IOM NCA, Seattle Model Yacht Club, San Diego Argonauts Model Yacht Club, Regatta Staff and any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the event covered.
by this Notice of Race.

At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering this event, it is deemed that you accept these conditions. Competitors are advised to ensure that they have adequate insurance that provides coverage for public liability and their possible injury in the Country and County of this event.

10. EVENT MEASUREMENT: None.

11. FOOD: None.

12. AWARDS: None.

13. ACCOMODATIONS: There are many hotel and B & B options in and near Mission Bay.

14. CONDUCT: Poor competitor behavior can reflect negatively on the sport, and all competitors are advised that their actions will be under scrutiny by race officials. In the event race officials witness any behavior, which they deem to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the Principal Race Officer assisted by race officials will protest the party (or parties) in accordance with RRS 2 or 69.1.

The PRO, all race officials and observers have been directed to record any incidents, which will be dealt with to the full extent available to the Protest Committee. Penalties available to the Protest Committee include exclusion from the race in question or subsequent races, exclusion from the regatta, or other action within the Committee’s jurisdiction.
2019 “no frills” Marblehead Class Friendly Regatta - Renton

NOTICE of RACE
You are cordially invited to participate in a “no frills” Marblehead Class Friendly Regatta, where the goal is to promote M racing in AMYA Region 6.

ORGANIZER: Seattle Model Yacht Club (AMYA #132)
WHEN: April 26, 2019 (on Friday, the day before IOM COW Regatta Racing)
WHERE: Gene Coulon Memorial Beach Park, Renton, WA
2101 Lake Washington Boulevard North
Renton, WA 98057

SCHEDULE:
09:30 Skipper’s Meeting
09:50 Warning Signal for 1st Race
10:00 Race
15:30 No race to start after, or at the PRO’s discretion.

Until 8:00PM IOM Check-In/Gathering Social: at the home of Bob & Jackie Wells; 5425 Parkwood Lane; Mercer Island, WA 98040. 206-915-2442 is Bob’s mobile phone.

Lunch is not provided. PRO’s choice on when there is a formal lunch break.

RACE STAFF:
Race Chairman: Bob Wells
Administration: Jerry Brower
Principal Race Officer: Jerry Brower
Protest Committee: TBD
Technical Committee Chairman: Bruce Andersen
Scoring & Timekeeping: Jerry Brower

1. RULES & GOVERNANCE: This Regatta will be governed by:
   The Racing Rules of Sailing 2017-2020 as changed by RRS Appendix E;
   The Championship Regulations of ISAF-IRSA;
   This Notice of Race (NoR);
   The Sailing Instructions (SI);
   The Class Rule is the IRSA M or AMYA M (skipper selects one);
   The Equipment Rules of Sailing 2017-2020,
   The Sailing Instructions shall prevail in case of conflict with this Notice of Race

1.2 CHANGES TO RACING RULES OF SAILING (RRS):
   1.2.1 RRS E1.1 (Definitions): the following is changed to: “A boat is disabled while she is unable to continue competitively in the heat”.
   1.2.2 RRS 62.1 & E6.6 (Redress) the following is added: “In order to qualify for a redress hearing:
   i. if the incident occurred on a leg of the course, the boat requesting redress must retire on the leg of the course upon which the incident occurred,
   ii. or if the incident occurred at the start or within the 4-boat length circle surrounding a mark
of the course, the boat requesting redress must retire before entering the 4-boat length circle surrounding the next mark of the course.

iii. for the purpose of this rule only, a mark and its offset mark are considered a single mark.”

1.2.3 RRS E4.3(b) (Taking a penalty) is changed to read as follows: ”If the boat gained a significant advantage in the heat or race by her breach of a rule despite taking a one turn penalty, her penalty shall be additional turns as required to negate the significant advantage gained.”

a. FREQUENCIES: Permitted frequency bands are FCC-approved surface bands.

i. Transmitters on 75 MHz must be narrow band certified. Radio frequencies will be allocated on a “first come first served” basis. No conflicts will be allowed. Each competitor is required to have a minimum of three (3) additional frequencies available.

ii. 2.4 GHz Transmitters are encouraged, and are exempt from rule E2.4 in the RRS.

2. ELIGIBILITY AND ENTRY: The regatta is open to all boats of the M class.

3. PRE-REGISTRATION & FEES: Digital entry is requested with no fees.

4. REGISTRATION & EVENT MEASUREMENT/CERTIFICATION CHECK: None

5. SAILING INSTRUCTIONS: Will be available prior to the skippers meeting.

6. SCORING SYSTEM: The regatta will be raced and scored using the current Heat Management System (HMS). Boats finishing in an incorrect heat will not be allowed to sail in their assigned heat for that race and will be scored DNS for their correct heat.

8. DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

All those entering or taking part in this regatta do so at their own risk and responsibility. WORLD SAILING, IRSA, IOM ICA, AMYA, USA IOM NCA, Seattle Model Yacht Club, Regatta Staff and any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the event covered by this Notice of Race.

At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering this event, it is deemed that you accept these conditions. Competitors are advised to ensure that they have adequate insurance that provides coverage for public liability and their possible injury in the Country and County of this event.

9. PERSONAL SAIL NUMBERS: Not used.

10. EVENT MEASUREMENT: None.

11. FOOD: None.

12. AWARDS: None.

13. ACCOMODATIONS: There are many hotel options at the nearby SeaTac Airport and even closer in Renton. A few of the closest options:

   Least cost & near venue: Econo Lodge (4710 Lake Washington Blvd NE; Renton, WA)
   Medium Cost, new, & adjacent to venue: Hampton Inn & Suites (1300 Lk. Wash. Blvd N., Renton)
   Best, new, & adjacent to venue on water: Hyatt Regency Lake Washington at Seattle’s Southport

14. CONDUCT: Poor competitor behavior can reflect negatively on the sport, and all competitors are advised that their actions will be under scrutiny by race officials. In the event race officials witness any
behavior, which they deem to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the Principal Race Officer assisted by race officials will protest the party (or parties) in accordance with RRS 2 or 69.1.

The PRO, all race officials and observers have been directed to record any incidents, which will be dealt with to the full extent available to the Protest Committee. Penalties available to the Protest Committee include exclusion from the race in question or subsequent races, exclusion from the regatta, or other action within the Committee’s jurisdiction.

BG’s World Champion Grunge has entered lots of events by the many stamps on his sails. Alessia Carmignani image.
10 Rater Class

2019 National Championship Regatta
August 15 thru 18, 2019
San Francisco, CA USA
San Francisco Model YC www.sfmyc.org

NOTICE OF RACE

Rules: The regatta will be governed by the rules as defined in the Racing Rules of Sailing, including Appendix E.

Eligibility: The regatta is open to all boats that fit into the 10 Rater class whose owners are current members of AMYA (or their National Authority) and who are properly registered with the Class.

Location: Racing will be held on Historic Spreckles Lake, Golden Gate Park, San Francisco, CA. The Lake is located immediately to the South of the 36th Avenue and Fulton Street entrance to the Park.

Entry: Eligible boats may enter by submitting a legibly completed Entry and paying entry fee of $80.00 (guests $10). Entries postmarked by Monday August 5th may take an early entry discount of $5. Entries received after August 15th shall not be accepted. Entries shall be mailed to San Francisco Model Yacht Club, 450 Taraval St., PMB 235, San Francisco, CA 94116. Entry fee includes Friday, Saturday and Sunday lunches and drinks plus snacks at awards presentation.

Sailing Instructions: Sailing instructions and frequency assignments will be emailed to all competitors and shall be available on the SFMYC web site (SFMYC.org) on August 14th.

Schedule:

Thursday August 15th
0800-1600 Check in.
0900-1600 IRSA measurement.
1300-1530 Practice sailing/racing on Spreckles Lake

Friday August 16
0830-1000 Check in.
1000 Skippers meeting
1100 First warning signal, next races follow immediately.
1700 No warning signal after this time.

Saturday August 17
1000 Skippers meeting
1100 First warning signal, next races follow immediately.
1700 No warning signal after this time.

Sunday August 18th
1000 First warning signal, next races follow immediately.
1530 No warning signal after this time.
After Racing Awards Ceremony at SFMYC Clubhouse

Racing format: The race committee shall attempt to sail a maximum of 12 races each day. Three races are required to be completed to constitute a regatta. If more than 14 boats enter, the RD may split the fleet into
heats. If the Fleet is split, the Odd-Even Heat System will be used. There will be a rescue boat on hand to assist boats.

**Scoring:** If there are 0-5 races, 0 excluded scores; 6-11 races, 1 excluded score; 12-16, 2 excluded score; 17-24, 3 excluded scores, 25 or more races 4 excluded scores. This changes RRS A2.

**Prizes:** Prizes & AMYA Chevrons will be awarded for overall 10 rater, vintage 10 rater, and for M class boats sailing as 10 raters. Number of places to be awarded will be determined by the number of entries. After early registration ends on August 5th the Regatta Chair and Race Committee chairs will determine that number of places to be awarded for each category and any additional awards.

**Measurements:** IRSA measurement certificate is optional. IRSA measurement certification will be available to a limited number boats that want to be measured on Thursday August 15th. Spot checks of sail or other measurements of yachts may be verified on site on a random basis as determined by the Head of the Race Committee.

For additional Information: [www.sfmyc.org](http://www.sfmyc.org) or Regatta Chair Ryan Schofield rssailor@yahoo.com

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**10 Rater Class**

**2019 National Championship Regatta, San Francisco, CA**

August 15 thru 18, 2019

San Francisco Model YC

[www.sfmyc.org](http://www.sfmyc.org)

**ENTRYFORM**

Name: _______________________________ Phone No: ________________________

Address: __________________________________________________________________

City: __________________________________ State: _________ Zip: ________________

E-mail Address: _____________________________________________________________ AMYA No.: ______________

Age on date of Regatta _______ Sail No.: ____________________________ All boats must have properly numbered sails

Boat Design _______________________________________________________________

2.4 GHz _____ 75 MHz Band _____ 27 MHz Band _____ 50 MHz Band____

Frequency No. 1: _______ No. 2: _______ No. 3: _______

Number of guests (for food and drink) _______

**Entry fee** $80.00 per boat _______

**Early Entry Discount** $5.00 before August 5th. _______

$20.00 per guest _______

Amount enclosed: _______

Please make check payable to the SF Model YC and mail to the club address below.

Entry fee includes Friday thru Sunday lunches in afternoons & drinks & snacks at awards presentation.

In consideration of accepting this entry, I hereby for myself, my heirs, executors, and administrators, waive and release any and all rights to claim damages that I may have or acquire against the Host, Sponsor Club, or its members, the sailing site owners, employees, agents, representatives, or assigns, and the American Model Yachting Association, or its members, from any claim for injury or other damages to me or my family during this regatta’s events. I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.

Participant’s signature: _______________________________ Date: ________________________

Mail entry to: San Francisco Model Yacht Club

450 Taraval St., PMB 235

San Francisco, CA 94116

Make checks payable to the SF Model YC