

## MYA Scottish District AGM 2007

MINUTE OF THE ANNUAL GENERAL MEETING of the Scottish District of the Model Yachting Association, held at Royal Tay Yacht Club, Dundee, on Saturday 6<sup>th</sup> October 2007

### Present

Richard Ennos (Chairman)	Levenhall
Richard Rowan (District Councillor & Racing Secretary)	Paisley
David Loomes (Secretary & Treasurer)	Paisley
Colin Deakin	Buchanness
Ali Law	Buchanness
Mel Percival	Brechin
David Smith	Paisley
Brian Robertson	Buchanness
Colin McGinnis	Brechin
Hugh Shields	Greenock
Jimmy Rodger	Brechin

- 1 Apologies were received from Iain Dundas, Ralph Knowles and Boyd Baird,
- 2 Minute of 2006 AGM. It was noted that the attendees list of the 2006 minutes listed Ali Struthers as being from the Greenock club rather than Buchanness. Also, the copy of the minutes distributed by e-mail, omitted the chairman's report. David Loomes apologised for the omission. Printed copied of the missing pages were available at the meeting. The minutes of the 2006 AGM were proposed by David Smith, 2nded by Colin Deakin..
- 3 Matters Arising Mel Percival asked if the starting advantage discussed at the 2006 AGM was optional, ie were skippers awarded a starting advantage obliged to start early. The racing secretary answered that there is never an obligation to start on time, so effectively the advantage is optional.
- 4 Chairman's Report. Richard Ennos presented a written report to the meeting. A copy of this is attached to these minutes.
- 5 District Councillor's Report. Richard Rowan submitted this report in writing, and the text of that report is attached at the end of these minutes. Since Richard stood down as District Councillor at this meeting, this was to be his last such report. A vote of thanks was proposed by the meeting for all the work Richard has done on our behalf in recent years. Richard stated that he is likely to be taking a new post within the MYA, responsible for IT development, and will also be carrying on as GBR's representative with IOMICA. Acceptance of the report was proposed by David Smith and 2nded by Colin Deakin.
- 6 Treasurer's Report. David Loomes reported that there had been no transactions during the year, and that as a result the district still holds funds totalling £3.60. The report was proposed by David Smith and 2nded by Brian Robertson.

- 7 Racing Secretary's Report. Richard Rowan submitted a typed report, which is attached at the end of these minutes. He also confirmed that running of the IOM nationals during the preceding year had been particularly well received

In the discussion that followed, there was much discussion of the problems encountered during the year regarding the running of the travellers' events. Richard Ennos reiterated his feeling that it would be better to have fewer events but with better enforcement of the rules through stronger race teams. Jimmy Rodger noted that competitors should realise they are guests at the host clubs, and should allow the race team on the day to get on with running the event. However well intended, help from competitors is often seen as interference and can lead to friction. In the end it was proposed that we should appoint 1 or more people to oversee the running of travellers' events.

District Councillor and Racing Secretary's reports were proposed by Richard Ennos and seconded by Colin McGinnis

- 8 Senior Measurer's Report. The senior measurer's report was submitted in writing, and a copy is appended at the end of these minutes. The report was proposed by Richard Rowan, 2nded by Brian Robertson,
- 9 Reports by the Clubs. These are included separately at the end of these minutes.
- 10 Election of District Councillor Since Richard Rowan had stood down as District Councillor, and since there were no volunteers for the post, no DC was appointed at the meeting. Richard Ennos undertook to contact all the clubs for nominees, and indicated he hoped Ian Dundas would accept the position. If no councillor could be appointed, then the secretary would contact the MYA and inform them of the situation.
- 11 Election of Officers The committee for 2006 will be
- Chairman – Richard Ennos – proposed A Law, seconded J Rogers.
  - Secretary/Treasurer David Loomes – proposed Hugh Shields, seconded D Smith
  - Racing Secretary – Colin McGinnis – proposed Ali Law, seconded Colin Deakin
  - Senior Measurer Ralph Knowles – proposed D Smith, seconded Mel Percival
- 12 Program of Racing for 2008
- There was lengthy discussion on the starting advantages that had been used during the past season. In general it was felt that the starting advantages had been successful in allowing inexperienced skippers to enjoy racing closer to the front of the fleet, and at the same time give the top skippers more work to do beyond the first leg of a race. There were however some reservations.
- Some people felt that going from 30sec advantage to nothing was too big a jump for inexperienced skippers, the more difficult start consigning some boats to the back of the fleet again.
  - Others felt that to have boats starting with an advantage of <30sec was very difficult for the scratch boats. It was noted that there is

no rule in the RRS that can require a boat to stay any particular distance behind the start line prior to the start, and that even staying clear of boats with a 30sec advantage alters the normal pre start tactics for scratch boats.

- It was noted that at some events, weather conditions and the layout of the course could mean that 30 seconds was simply too big an advantage for scratch boats to make up. The goal of the start advantage was not to make it impossible for the top boats to win.
- Although it hasn't happened so far, the start advantage system allows plenty of room for gamesmanship. A boat with a start advantage may not wish to win a race and lose the advantage, whilst a scratch boat may not wish to overtake an advantaged boat on the final leg for the opposite reason.

In the end, two separate proposals were put to the meeting

1. A graduated reduction in starting advantage from 30 seconds to 20seconds then nothing, the OOD to have the discretion to remove the 30second advantage if conditions and the course meant that was too much. Proposed by Richard Ennos.
2. A single starting advantage of 30 seconds (or 20 seconds at the discretion of the OOD) lost after achieving 3 finishes of 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>.

The decision of the meeting was to adopt the 2<sup>nd</sup> of these proposals for the coming season. Ali Law voiced his unhappiness at this decision.

Discussion then turned to the forthcoming season.

Richard Ennos proposed that the number of Travellers' series events be reduced from the current 6 to 3. The reasoning behind this proposal was set out in the chairman's report, but he reiterated that it was to ensure good race teams, especially with RA nationals and an IOM ranking event to be hosted by the district in the coming year. Richard further proposed that the 3 events should be hosted on alternate years by Aberdeen/Buchanness in the north east, Levenhall/Brechin in Central/Eastern Scotland and Paisley/Greenock in the West.

An alternative proposal to retain the current 6 race series was put forward by Richard Rowan, proposed by David Smith.

Following a vote, the decision was to retain the 6 race format of previous years.

Following the vote, Richard Ennos requested that each of the hosting clubs should put appropriate effort into running their events. This reflected a general feeling that some of the Travellers' events in 2007 had been run with too small a race team, and that as a result, observance of rules had suffered.

In the discussion that followed, it was suggested that competitors should be used as observers if insufficient personnel are available, to assist the race team.

It was also noted that we have appointed a new Racing Secretary this year, and all parties were urged to give him only positive support in the running of 2008 events.

Any Other Competent Business

David Loomes read out an e-mail regarding an event for Victoria class model yachts being held by Clyde Cruising Club Dingy racers. He undertook to circulate this e-mail to the clubs, and to keep them informed of events regarding this race.

It was brought up that John Taylor had offered to host the Karachi Cup as part of next year's R6m nationals. Since the Karachi Cup is neither an MYA nor a Scottish district event, it was felt that David Loomes should contact John Taylor to discuss the event and the involvement of Mike Barr directly.

Mel Percival brought up the issue of entry fees to the Travellers' events, and suggested we should agree a procedure for setting the entry fee and prizes for the events. After some discussion, it was agreed to leave this to the discretion of the clubs.

Ali Law commented on the organisation of the 2007 AGM, and pointed out that notice of the meeting had been far too late. He also requested that, in future, Notice of the AGM and requests for topics of discussion should be sent out at least 6 weeks in advance. David Loomes acknowledged responsibility for the poor communication re the 2007 AGM and thanked Jimmy Rodger for arranging the venue at such short notice.

Hughie Shields offered to host the Scotts of Greenock event as an IOM event this year.

There being no further business, the chairman declared the meeting over.

## **Scottish District Chairman's Report**

The past year has been one of very significant achievement for the Scottish District. Under the direction of Alistair Law the District hosted an extremely successful IOM National Championships over a three day period in May at the Castle Semple venue. Competitors from down south were impressed not only by the organisation of the event, but also by the innovative use of umpiring to ensure that delays due to protests were kept to an absolute minimum. The success of the event would have been impossible without the substantial voluntary contributions made by numerous members drawn from all six of the MYA affiliated clubs within Scotland. I would like to thank all of those volunteers who gave so freely of their time and resources. I would particularly like to mention Ian Dundas whose energy and professionalism as secretary for the event ensured that competitors enjoyed not only a fine sporting experience but also had the opportunity to participate in a memorable social programme.

On top of this very substantial commitment during the year, the District has also succeeded in running the annual Scottish Traveller's series, with events being hosted at all six of the Scottish clubs. In my capacity as District Chairman I have sought to participate in all but the final event at Greenock, and have been impressed by the size of the fleets that have been attracted to the events. I believe that this is to a large extent due to the introduction of starting advantages that have encouraged the participation of a wider section of the Scottish fleet. The exact details of how these starting advantages should be organised is an item for later debate, but I am in no doubt that they should remain a feature of the Traveller's series.

Looking to the coming year the Scottish District is committed to running two substantial events on behalf of the MYA at Castle Semple. The first is the IOM ranking race on the 18<sup>th</sup> and 20<sup>th</sup> April for which I am Race Officer, and the second is the RA National Championships on 7<sup>th</sup> and 8<sup>th</sup> June where Alistair Law will be the Race Officer. Both of these events will draw upon resources and volunteers from the Scottish District. In addition to this we currently have pencilled in a Traveller's series of six events.

Although I am very pleased as Scottish District Chairman to see this proposed high level of activity in the District, I have some serious concerns over whether the level of commitment required to run such a full programme can be sustained. In my opinion it is the clubs which are the backbone of radio sailing in Scotland. As secretary of Levenhall it is clear that the success of our club is dependent on regular racing on most weekends with as high a turnout as we can achieve. Traveller's events held away from the club are attended by a committed minority, yet the effect of their absence can be to significantly reduce the continuity of club racing fleet. Further commitments to assist with MYA events place an additional strain on racing at club level, and can try the goodwill of those who are asked to join the race team. Thus while it is imperative that the District provides the opportunity for club members to participate in a Traveller's series, and to rub shoulders with the elite in the sport at MYA events, we must guard against drawing members too often away from the clubs and losing the goodwill of the volunteers upon whom we rely for running outside events.

In the light of these considerations I propose for the coming year we should reduce the number of Scottish Traveller's events from six to three. This will allow us individually to fulfil our commitments to our clubs throughout the sailing season. It will also have the effect of making the Traveller's event rather more special. A

further benefit is that, if there are only three events, it should be possible to ensure that an experienced race team of sufficient size is available for running each event. My experience with the Traveller's series has been that the most enjoyable events have been those where sufficient resources and experience have been on hand to ensure fair racing with the minimum of incidents and protests. This is essential for encouraging wider participation, and can only be achieved where race teams of adequate size can be mustered.

Although the organisation of racing for radio yachts is a major part of the remit of the Scottish District we should remember that this is only one facet of MYA activity. Recent involvement with the Sailfest event at Inverleith pond this June demonstrated that there is considerable pleasure to be had in events with a less competitive remit. Although I am a member of the Vintage Model Yacht group of the MYA, I have been unable to participate in any of their events because none have been organised in Scotland. I hope during my time in office that this omission can be rectified.

Richard Ennos.

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## **District Councillor's Report**

As last year, this year at the MYA council was also relatively quiet as far as Scottish interest was concerned. My involvement with IT related developments for the MYA as a whole continued. Additionally, assistance was provided to the racing secretary in respect of the 2007 revision to the National Ranking Regulations and also in respect of an update to the League Regulations which have not yet been published. The job of updating the ranking lists was largely done by Henry Farley this year with me only providing web site publishing and moral support.

Once again August saw time being expended on polling UK IOM rule changes and in the election for Executive Officers for the next two years. This year the voting for the GAM was disrupted by the IOMICA Executive Committee making two changes to the Agenda, one after UK voting started and one after UK voting finished. Overall turnout in the UK was 7% - with less support in Scotland than last year.

If the district AGM is not aware of the following by now, I will be standing down as District Councillor for Scotland – this is for a number of reasons, perhaps the most important of which is a sense that I am not really fully engaged in Scottish affairs for whatever reason and so it is time for someone new to become involved.

Richard Rowan

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## **Racing Secretary's Report**

The IOM racing program for the season was successfully completed with all 6 Scottish Travellers events being held. Turnouts were between 10 and 16 boats with 33 skippers having taken part in at least one event. The final results were published on the Scottish web pages on 30<sup>th</sup> September. The series was scored again this year using the same method as last year (ie using the method previously applying to UK ranking events up to 2006). The top 6 finishers in the series were as follows

1 Ian Dundas 2 Ali Law 3 Richard Rowan 4 Richard Ennos 5 Dane Ashby

As agreed at last year's AGM, starting advantages were used at all 6 events. The calculation of SAs was based on a rolling average of the last 6 traveller's events sailed with boats whose average score was 40 points or less being given a starting advantage of 30secs. I am sure that the AGM will wish to discuss how this experiment went, but I for one feel that the overall use of SAs was good. We may need to refine the rules to cover exceptional situations, but I don't think much needs to be done.

The district hosted the IOM UK nationals at Castle Semple on the first May bank holiday weekend. The general consensus of opinion from those taking part was that the event was excellent. Well done and many thanks to Ali Law and his race team of volunteers from all the clubs in the district.

4 events were listed for the R6m class this year. As far as I know those events took place, but no results or reports have been submitted by the race organisers.

I would like to thank all those who helped run District events. Apart from the Nationals, Ian Dundas, Ali Law, myself, Mel Percival, Richard Ennos and Hugh Shields each ran one of the IOM travellers events.

As I am also standing down as District Racing Secretary, I feel that some observations could usefully be made about the running of the IOM travellers Series events. In retrospect, I feel that the overall standard of running the events was inconsistent with a number of errors being made, which affected the racing to some extent.

In more detail

- I would start by commending the first event at Aberdeen where Ian Dundas (who was away on the day of the event) took good care to ensure that Aberdeen race team were fully up to speed about how to run the event. The only problem I saw with that event was that the outcome of a couple of protests was not correctly recorded in the final result. Ian has written a Race Management Guide which should really be made available to all district event ROs (noting that history has repeated itself again – Scotland produced a document called 'Procedure Manual for the Management of Model Yacht Races – Mainly for the casual race officer' between 1996 and 1998 – this document was the outcome of a collaboration primarily between Nigel Fordyce, Euan Boyle and myself, with contributions from other interested persons in Scotland and England).
- Moving on to Paisley, I would observe that the wind direction made it very difficult to set a good course but that was no excuse for poor observing and inattention to detail (for which I take personal responsibility). We had at least one protest which I attempted to hold in public – I have a very strong view on holding protests in public – and that is, how can less experienced skippers gain the knowledge of how to conduct themselves in a protest until they have actually been in one – holding protests in public is a way of providing this experience.
- I think we had problems at Brechin which could have been overcome – it is always difficult to get a good course laid at Brechin and, in my opinion, needs a lot of work by the race team particularly with the positioning of marks and the starting line. Mel and I have discussed what happened at Brechin – my opinion is not enough effort was made to move marks when it was obvious that they were in a sub-optimum position.
- I wasn't able to attend Buchanness, but it seems that the experiment with windward/leeward courses and two mark gates at either end was interesting and worth trying again.
- Once again, I wasn't able to attend Levenhall, but it appears that the use of 2 heats, combined with starting advantages being given in both heats and a relatively short and confined course led to the boats with starting advantages having an unfair advantage. Looking in from afar, it might have been appropriate to have altered the starting advantage rules in light of the exceptional circumstances on the day. But also noting that Richard Ennos ran the two heats impeccably.
- Finally Greenock were fortunate enough to have a good wind direction and a small fleet. The event ran well with a good choice of course which helped to minimise potential collisions between boats, had good visibility (ie marks not too far away) and offered overtaking opportunities both upwind and downwind. The only problem was again caused by me when I did not correctly complete the final compilation of results on the computer.

I am sure that a discussion of the standard of rule observance at Travellers events might take place at this meeting. I would like to observe that I don't think that racing rules that apply generally to full size yachting quite fits the needs of radio yachters. The problems that I see with using full sized rules are (1) the speed with which situations occur in radio yachting – an radio yachting incident can start, develop and finish in 15 seconds! And (2) the full sized rules assume that as boats approach each other, the skippers sailing the boats are physically in their boat and can therefore judge more accurately their position relative to other boats. Indeed, the rules are phrased in such a way as avoid collisions. Although I can't see how to make change to the rules to better suit radio sailors, I am left with a sense of unease that the full size rules do not service our needs particularly well.

I finish this report by thanking all those who have contributed to the running of the racing programme in the district. Scotland is held in very high regard throughout the UK for the standard of events that it lays on. However, standards such as we have achieved for major events start by striving to run better events at club and District level. I trust that whoever takes over from me at this AGM will continue the search for excellence.

Richard Rowan.

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## Senior Measurer's Report

Report From Senior Measurer (Scot. Dist.)

Thank you for accepting my nomination for the post of Sen. Measurer at the 2006 AGM.

There has not been much 'business' requiring my attention, but what there has been, I hope that I have been of assistance.

There was a requirement for some planning input prior to the UK. IOM Nationals, and out of the projected income, we, the District, have managed to purchase additional certified crown stamped standard weights, so that **two full sets of IOM Check Weights** have been made up and are now available. When they are required, can I ask club measurers to get in touch with me and arrangements will be made to loan them out.

There have been no additional measurers nominated by any of the clubs during the last year. Nominations and certification of nominees are most welcome as it would be good to have at least two actively sailing measurers attached to each club, with experience of the class of boats being sailed. As Senior measurer, I unfortunately cannot be expert on each class, but will most likely manage to find a man who is.. With a continuing output of new boats, both wooden and kit glass/epoxy, then a good standard of third party inspection and certification of legal boats can only help each class.

There was a revision to the 'Measurement forms' a few months ago, so can I ask all measurers and also new hull and rig builders to make themselves familiar with the latest rev. The forms can be down loaded from the IOMICA site.

Please take note that the IOM Class Registrar has now changed. Jim Vice has retired and handed over to David Stewart. All requests for hull numbers and completed measurement forms are to be sent to him.

Ralph Knowles



## **Reports from the Clubs**

### **Greenock**

Membership at Greenock has increased to 36, and it is good to note that relations between scale modellers and yachtsmen are now harmonious. 6 of the members are now sailing regularly with some others showing interest. The club this year hosted the Scott's of Greenock R6m event as well as the last of the IOM Travellers series, both events being judged successful.

In the coming season it is hoped that more Greenock members will take part in serious racing.

### **Levenhall**

#### **LEVENHALL RADIO YACHT CLUB**

Report to MYA Scottish District AGM 2007

Levenhall RYC membership currently stands at 34 with a healthy influx of new and active members over the winter period. We have also been very pleased to welcome back Robert Brown, who had been taking a sabbatical, but who is once again at the head of the club handicap table. Over the past year there has been a general upgrading of yachts, with three Lintels now racing, together with some very competitive TS2s. Turnout on Saturdays has been good, with 12 yachts regularly racing. With this number of competitors a bye boat system has been in operation. This has been helpful in encouraging and improving rule observance. The club hosted the 5<sup>th</sup> Scottish Traveller's event on August 25<sup>th</sup> which attracted a total of 16 competitors. For the first time a two fleet system was run in conjunction with the thirty second starting advantage. This produced some very close and competitive racing, and the reduction in fleet size meant that incidents and collisions were kept to a minimum, leading to a generally contented fleet. The fun day, to celebrate Alex Chalmer's 92<sup>nd</sup> birthday, was again a high point in the calendar. In the summer a number of members also took part in the Sail Fest event at Inverleith, organised by the Edinburgh Model Boat Club, where vintage yachts were sailed alongside the One Metres and Fairwinds. The only worry at the moment lies in the weed growth that has occurred during the latter half of the summer. This has restricted the water available for racing. It is hoped that treatment of the weed will take place at the beginning of next summer to prevent a recurrence of this problem.

### **Brechin**

Brechin membership has increased from 54 to 55, of whom 16 are affiliated to the MYA, which is a reduction of 4 from 2006. However, two very experienced lapsed members have recently returned to the fold, Alan Massie and David Brown.

Fortunately, no events were lost due to weed this summer, as due to a combination of barley straw and carefully applied Clarosan treatment, the pond has remained crystal clear for the last two or three years. We are now fully investigating ultrasonic algae control, as I believe we can install a second-generation model for under £3000. The club has offered to pay half of this amount in instalments with the savings from the £435 Clarosan bill, of which we pay the major amount. The biggest obstacle is the lack of faith in new technology, even when well proven. Perhaps this reflects the age of the membership.

Only 10 members in total took part in the summer Sunday series, a reduction of 2 from last year, with an average attendance of 4.6. Also unfortunately 60% of the Sunday meetings were cancelled due to lack of support. Wednesdays had a total participation of 17 members as last year, with an average of 7 starters and a maximum of 12.

Only 6 winter races were lost due to ice etc. with Sundays attracting a total of 16 members but only managing to achieve an average of 4.8 starters per race, while winter Wednesdays achieved 14 and 6.5 respectively.

The wooden hull series is now attracting 6 participants in total from last year's 5, with an average of 2.6 starters.

Thus gentlemen, our club races are generally attracting 5 to 7 boats, although we have had 12 at times. Generally speaking this is as previous years, and due to members holiday, family or work commitments. Not a lack of interest.

The Scottish Wooden Hull Championship was very successful and well attended, while the Fastnet only attracted two visitors to Brechin.

Since the 2003 season, Brechin has doubled the club meetings from 4 to 8 per month, and with one or two Scottish events during the summer months, we do not seem to have the appetite for such activity. As I said previously, this is not due to a lack of interest but to club members having numerous other pursuits

## **Buchanness RYC**

### **Buchanness Radio Yacht Club Annual report to the Scottish district of the MYA**

The club at Peterhead consists of two different kinds of sailing. One is the historical Fifies which have been built and sailed at Peterhead and indeed all along the coast from Shetland in the north to Eyemouth in the south.

Unfortunately, this year, there has not been any fife racing and this was because the driving force behind the fifies,- Jim Reid - died earlier this year. This has been an enormous blow to the club and we really have not come to terms with his death. Jim had an abundance of knowledge regarding the fife having as a youth been in constant contact with fishermen who had sailed these boats. Jim was a very respected authority on these superb craft.

Again this year we took over part of the local heritage centre and two of our members have been teaching four young lads how to build a "fifie" which each young lad managed to complete. Whether this project is run next year remains to be seen.

I think that the club has some twenty members on the role at the moment and so far this year we have not had any additions, which is somewhat discouraging. We did set up a display for the harbour open day and we did get some interest but nothing firm. I think this shows to some extent what we are up against. You would think that in a seafaring town like Peterhead there would be a great interest in model yachting but out of a few thousand visitors just a few stopped to have a look. We had on display the micro magics but no one paid much attention to them.

The radio side of things is a bit brighter with two meetings a week, midweek and Saturdays and the Saturdays are divided between Peterhead and Aberdeen. Doing this ensures a reasonable sized fleet of very competitive yachts. Most Saturdays we would average out at eight yachts and on occasions up to double figures.

Over the past winter months we did a series of nights in the local mission where we went over yacht measurement, rig tuning, rules and tactics. It is hoped to run something similar this coming winter.

The Buchanness club fronted up the IOM Nationals at Castle Semple and this was a magnificent team effort with all the clubs in Scotland giving of their time and talents for which I am extremely grateful. With so much talent at hand it made what at first appeared a daunting task, an achievable goal. This was supported by the help given by the staff and organisers at the centre its self with out whose help the regatta would not have been the success it was.

Buchanness also organised and ran the district championship for the IOMS I was a bit disappointed that the event was not better supported by the district but we are thankful to those who made the effort to come and sail in nr two rigs and have all the seasons in one day. Our congratulations go to Ian for a good win and also to Brian for pushing him right to the end. The event was decided in the last race.

Buchanness also took part in the n/e winter series again this series was very worth while and was sailed in the spirit of good sportsmanship.

I am happy to present this report to the meeting and to close by saying that it is good to see other people such as Brian, the two Colins, shakey coming in and organising the radio sailing within the club and we look towards having a bright future ahead and to continue to support the aims of the district.

Colin Deakin Hon. Secretary

## **Aberdeen**

### **MYA SCOTTISH DISTRICT AGM 6<sup>th</sup> October 2007 REPORT FROM ABERDEEN MODEL YACHT CLUB**

AMYC has remained stable with a membership of 7. All members are active IOM sailors with 2 interested in home construction of wooden yachts.

The sailing programme for 2007 has followed a similar pattern to the previous year;

- Hosted Scottish IOM Travellers 1 in April
- Ran NE Clubs winter series regatta in Feb and Nov
- Hosted 2 day NE/SW IOM Invitation event in September
- Held monthly regattas and training events throughout the year in conjunction with Buchanness Club

Inchgarth Reservoir has been operated at higher water levels this year and has remained weed free in the sailing areas.

### **2008 Proposed programme**

AMYC will be happy to host the proposed IOM Travellers 1 event on 10<sup>th</sup> May and will go along with the majority verdict as far as number of events is concerned. In

2007 only 4 members participated in traveller events – 1 did 4 events and 3 did only 1 event.

### **Starting Advantages for 2008**

AMYC supports the use of Starting Advantages as it encourages less experienced skippers to take part and enjoy their racing.

Any system must be simple to operate and results must be clear on the water for skippers and scorers. The problem with a fixed advantage is that it is either too much or too little. Going from the current 30 secs down to Scratch after 2 wins is felt to be too big a jump. Also 10 secs advantage is too close to the Scratch sailors and could cause problems on the start line.

It is suggested to set the normal starting advantage at 20 secs but increase the number of wins (or top 3 finishes) to 4 before losing the advantage. It may be worth using the 30 sec advantage for real novices eg in their first season. The novice would go to 20 secs after 4 top 3 finishes.

This will give less chance for the skipper with an advantage to lose it while still keeping the separation of Scratch from less experienced skippers on the line.

Also it is important that the RO adjusts the course to suit after the first couple of races - lengthen or shorten the course to give the fairest solution on the day. Not an easy call but better than carrying on if the starting advantages are seen to be unfair. If the system is working there should be regular finishes where starting advantaged boats and scratch boats cross the line close together.

OK to use the system proposed by Richard Rowan for 2007 (Average score < 40) and finally the Starting Advantages should be offered and should not be enforced. Any skipper who prefers to start on Scratch can do so.

### **Paisley**

Membership of the club has decreased from the high 20s to the low 20s, and both IOM and R6m classes are still sailed at the pond. Barshaw park experienced some weed this year, probably as a result of the barley straw bales being placed in the water later than usual this year.

Amongst the club's recent new members, it is gratifying to see John Mason doing well in his first Traveller's events.