



May 2021 Newsletter

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Event News

The **Coalhouse Fort Ranking Event** is now **open for entry** and will go ahead barring any unforeseen circumstances.

See www.iomgbr.co.uk for details

Dear All,

I recall reading last year predictions of doom and gloom for radio sailing resulting from the lock down. Would skippers find other interests and desert the ponds of Great Britain? Would they leave these waters denuded of our beautiful IOM boats?

Happily, the answer is no. Regular reports of fully subscribed entries for club racing are coming in from around the country. Clearly, the saying, '*absence makes the heart grow fonder*', applies to sailors – well who would have thought? 😊 – clearly, we are only as old as we feel.....



Photo courtesy of: Nika Davis <https://nikadavis.com>

Ranking events 3 and 4

Coalhouse Fort 26th-27th June

At the time of writing there are 23 entrants for this event. Entries can be made through the [iomgbr](http://iomgbr.co.uk) site.

Please note: You will need to enter twice, once for each day. This is a technical feature of the MYA online entry/booking system.



IOM-GBR Management Team - <https://www.iomgbr.co.uk/>



Veterans Golden Jubilee Championship

47 entries so far for the 2021 veterans Championship at Lincoln later this month, room for 3 more entries. To enter go to the main MYA site here <https://mya-uk.org.uk/events/> remember we are limited to 50 entries. so be quick , Very quick .



2021 IOM Nationals – Fleetwood August 28th – 30th August - Entrants Reserve List



FLEETWOOD MODEL YACHT & POWER BOAT CLUB

We now have a full entry list for this event if you want to go. If you still want to go, we do have a reserve list. This will be drawn on a first come first served basis in the event of an existing entrant having to drop out.

Please contact us through the [iomgbr](https://www.iomgbr.co.uk) website 'contact page' leaving your name, sail number and email address, so we can add you to the list.

Yachts and Yachting

Jonathan has been using his editorial skills to good effect. See the results of his work here:

<https://www.yachtsandyachting.com/news/237125/IOM-National-Championship-preview> or copy and paste this link into your browser to view:

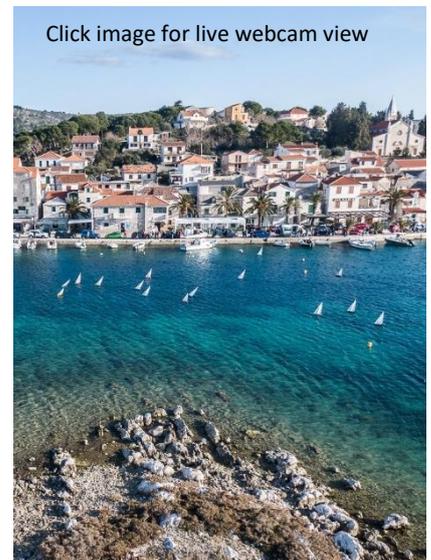
[IOM World Championships – Croatia 2022](#)

Following discussion within the IOMICA Executive, the Events Team and the host of the next international IOMICA event (CRO NCA), it was agreed further clarification was needed to allow all National Class Associations (NCA's) to be able to attend in this post COVID 19 pandemic.

Therefore, IOMICA has agreed to conduct a review of all travel restrictions on all NCAs 6 months in advance of the first day of racing. In the event that any travel restrictions remain in place, the event will be postponed until the 30th October 2022 through 4th November 2022.

Furthermore, to enable NCAs to conduct their qualification processes, championship regulation 8.2 will be changed from 6 calendar months to 4 calendar months. Photo courtesy of: Hrvoje Duvančić <https://regate.com.hr>

Click image for live webcam view



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COGs – And all about them.....

I feel the need to set the scene before launching into an explanation of what a COG is, because when I was young, my car had a box full of them – they were noisy in use and when being swapped, because the synchro mesh was either poor or non-existent.

Of course, the reasons for these characteristics are of more interest to some folks than others, not dissimilar I imagine to what follows: – (*p.s. Porsche provided the solution with its baulk ring design*)

In my role as Class Captain, I try to view the class from the pond side, i.e. think like a radio sailor and act in the interests that will most likely benefit them, given the demographics of the class members.

- What is COG, in the context of Radio Sailing? and what will be the benefits for us?

The initials stand for Class Owners Group, and an explanation of what it means and its potential benefits for all Class Associations can be found by visiting the following address on the MYA website (copy and paste the address in your browser) or click: <https://mya-uk.org.uk/kb/class-owners-groups/>

By default, it is a one size fits all approach to the subject. There are some parts of it that require customising to be acceptable to the operating needs of the IOM GBR class association.

We need to include the following elements which are absent from the existing documentation, to make it acceptable:

- Lines of communication,
- Authorities
- Responsibilities
- Governance (measurement, certification, proposals concerning class rules etc.)

This has absorbed an inordinate number of man hours and kept the management team very busy striving against 'mission creep' to ensure that:

- the pudding doesn't get over egged with all the kitchen ingredients (sorry about the oxymoron) adding to the complexities of our sport with little or no apparent value to the participants.
- we simplify and automate processes where possible to ensure the continuation of this voluntary business, given the difficulty in recruiting volunteers.
- we retain access to the core MYA service provisions:
 - On-line Event Booking and payment system
 - Heat Management System – (HMS)
 - Financial accounting and budget holding
 - Collection of Membership fees

We are making progress but it has diverted attention and resources away from the plans to develop the entertainment value that IOM skippers get from sailing pond side or participating in Open, Ranking and National events.



It is however important to look at this task as an ‘investment’ for the future, enabling IOM Class to function in a way that combines the needs of the weekly club sailor along with those of the die-hard racers.

- Racing drives boat development, from which, the club racers benefit.
- Club racers provide the demand for products.

Therefor we all benefit.

[IOM measurement](#) – there are rumours of doom and gloom surrounding this topic. Fear not. Next month’s newsletter will feature a full explanation of the facts, including how the process will work. Nothing revolutionary – don’t fix what ain’t broke, just tweaks to refine it.

From the Lakeside - Club News

New this month is a feature story to give an example of the kind of story what would be great to have from any club/skipper who wishes to share their fun and games. Read on.....

[All names and places in this account are fictitious although the story is based loosely around the events that may have taken place.]

Early one morning just as the sun  **was rising** 

Saturday 24th April 2021

Alert - Radio Sailors at work!

On a bright sunny morning with a stiff north easterly...at least I think it was, but I’m not sure as Taffy ‘the fingers’ finger wasn’t working properly....read on to find out why.

Some of Taffy’s colleagues recalled that back in September 2020 the discovery at a prestigious Cup racing event close to the seaside, that he had a gift for using a finger to find where the wind was coming from. The evidence of this fact was caught on camera at the time, which means it’s true. Since then, and without his presence at events, some of us struggle to know which way to tack.

The glorious 24th had been designated as racing mark cleaning day - as in those things we are supposed to navigate around (not bump into or miss).

This is a necessary task which also provides some communal non-sailing entertainment, so important for broadening the mind.



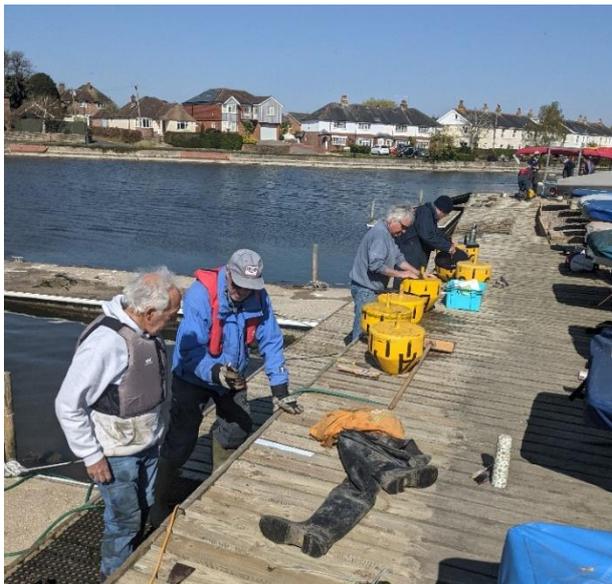
From 0900 a bunch of jolly sailor chaps assembled to engage in a bit of barnacle bashing, to prevent these wee beasties who set up camp on the marks just below the water line, from scratching our precious hulls in the event of a misjudgement. Nothing worse than a barnacle attack on one's gel coat.

In the best of traditions, the illustrious leader can be seen in the thick of it, while others watched in awe at the speed and dexterity with which the barnacles and weed were despatched with ruthless efficiency using a jet wash and paint scraper.



The production line for cleaning and painting had been planned with painstaking detail by an important member of the club, (who is out of frame right) and this worked well until one of the jet washers decided it did not want to play. Maybe it was scared of the barnacles, or perhaps it didn't like the version of electricity supplied by the club.

Since the problem disappeared once it was safely ensconced back in its home garage, it must have been just a little local difficulty, in the words of a famous person.



In the meantime, Bluey the Skiff and the White Tornado got stuck into re-planning the production line process, while the rest just got on with the job in hand.



Down at the Finishing and Despatch department the apprentice receives a lesson on how to tie a bowline, because everyone knows that these are jolly good.

Taffy (seen only by his shadow) planned to join in and challenge one of the 'painters' on the production line to a bowline speed tying contestmistake...big mistake.

For those that didn't know, this 'painter' was none other than the national bowline tying champion whose ability to tie a bowline faster than Billy the Kid could draw his gun are legendary. If you don't believe me, just ask anyone, many people will tell you it's true.



The Apprentice ignored all this preferring to get on with the task in hand.

Many cable ties later while pausing for breath and stretching out his back from the arduous working conditions he was being subjected to, the Apprentice noticed Taffy leaning on a boat, claiming he had just tried to cut his fingers off – was this to get out of the bowline tying competition?

Seemed a bit extreme to me, I'd prefer doing (or trying to do) the 50 press-ups which are the losers penalty. Doh!





But no – it was a rope cutting accident and as luck would have it the local chemist had a good supply of steri-strips, bandages, and antiseptic which I am pleased to say meant that this unfortunate incident ended with all fingers accounted for along with Taffy.



And so, nice clean sparkly marks go back to where they had come from just a couple of hours earlier.

Amazing work, chaps – jolly well done.

The End

[A call out to all IOM Boat and Component Suppliers.](#)

I love listening to the stories people tell me from lake or pond side.

Awareness of members interest are gleaned from these encounters, and it's clear to me that the difference between one person's perception and another's reality is often difficult to discern. In many cases they are both the same thing.

What is clear, from the feedback I get, is that there is an appetite for knowledge of new developments in the technology that drives the IOM class, ranging from items such as Gooseneck/mast ram combinations to the latest design trends in Bulbs, Fins and Rudders.

I am reliant on manufacturers/resellers to notify me about these developments so I can let folks know about them. Free product promotion with no strings attached or favouritism. Send me the details please.

And to close this issue.....

A big thankyou to the sponsors of the August Bank Holiday IOM/MYA Nationals at Fleetwood, and the organising club.

Ends



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