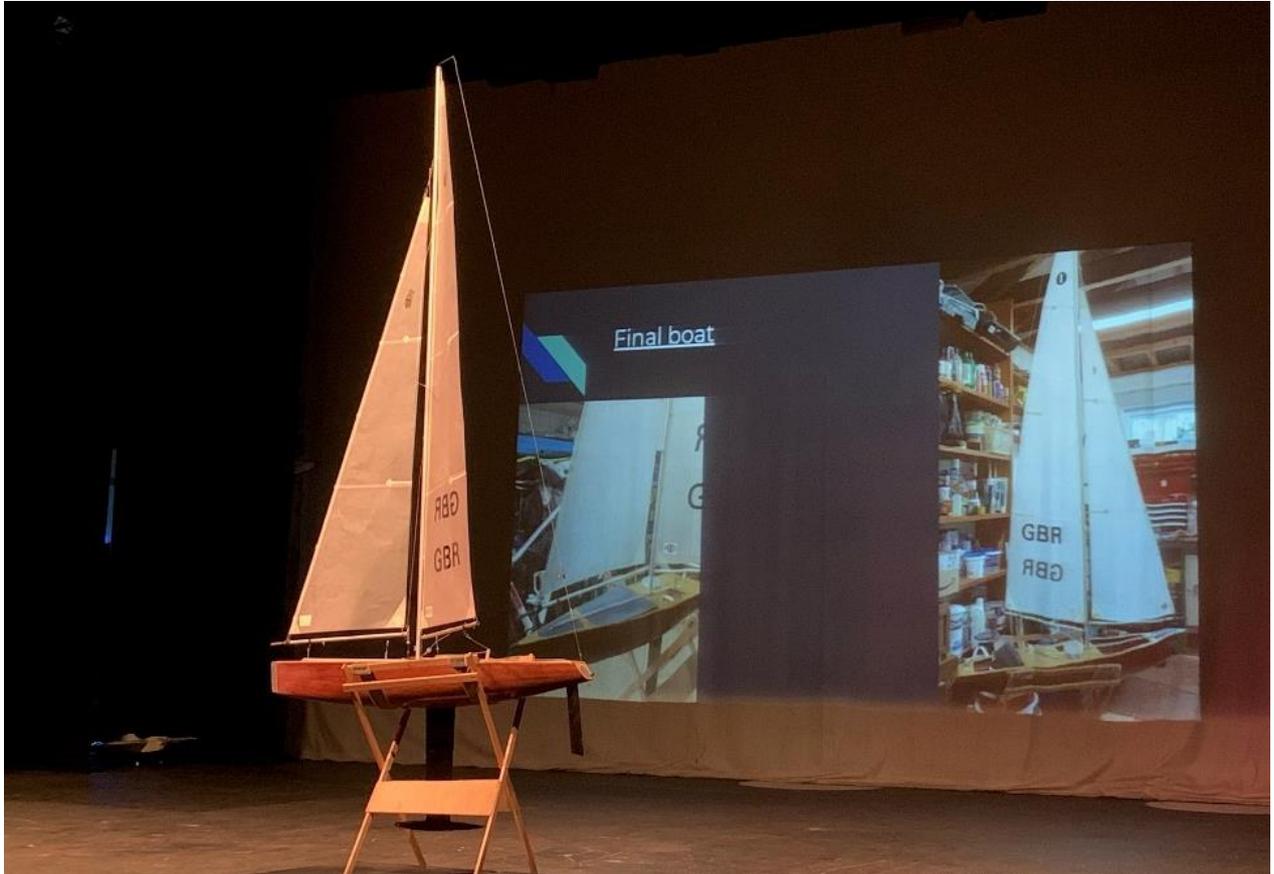




## June 2021 Newsletter



### In this month's edition:

- [Measurer's Heaven](#)
- [Veteran's 50<sup>th</sup> Anniversary event](#)
- [Readers stories – Tales of Tin Kahn](#)
- [Bea's Nimbus Mk III - Chapter 2](#)

### Important:

The facts about IOM Class Association plans for IOM measuring revealed – see [Measurer's Heaven](#).

When I took the position of Class Captain towards the end of October last year, I shared a plan I had written to take us forward over the next two to three years.

The following is an update about what has been going on over the past two months and some of the initiatives that are still in the planning stages.

**2022 Nationals and Ranking Events Calendar** is now agreed with host clubs and with proposed dates, thanks to Graham Elliott's diligent work. This schedule has been submitted to the MYA, and we await their guidance on when to release the information.

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



**Class Owners Framework Agreement** I have been toiling away on this and whilst it is, I understand, agreed in principle, it still needs to go through the formal adoption process at July's MYA council meeting.

One or two amendments will need to be incorporated, to keep up with change and progress. It is planned to publish the final document next month, the contents of which will provide the Class with a significant degree of autonomy over its own affairs within the rules of sailing.

**Measuring** Stephen Taylor, Class Technical Officer, with the generous help of others, has been working tirelessly on the measuring issues.

In order to let you know exactly what is going on, and dispel any rumours which have been causing distress amongst many of you, he has taken the time to write an article entitled [Measurer's heaven](#). This you can read below (or jump to by clicking on the words in blue, if you can't wait).

**Notice of Race and Rankings.** When the guiding requirements for these documents were written, covid had not been thought of so allowance of how a pandemic might impact the process was not included.

Whilst this is totally understandable, this has led to much debate about what to do. A solution is still to be found.

## The facts about measuring IOMs are revealed in the following article by Steve Taylor, IOM Class association Technical Officer.

Read on if you want to know exactly what is being planned.

### Measurer's Heaven

We have taken the initiative to start work specifically on IOM Class technical matters and in particular Measurer's competence that has beset us over the last year.

Let's start off with describing what Competence is all about and, as a Safety Engineer once explained to me, it is all covered by the acronym KATE.

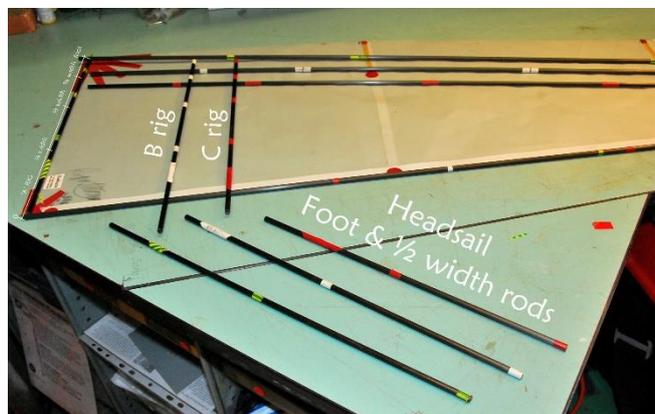
K=Knowledge

A=Ability

T=Training

E=Experience

Thing is you need all four in varying degrees to be "Competent" in any discipline. In other words, it's not about passing a silly exam!





From talking pond side and engaging others, I believe we have a strong Cohort of measurers that have all four facets but unfortunately the training /guidance aspect has not been formalised or recorded.

We also have two excellent checklists that step through each part of the rules in sequence. We cannot overestimate the power of these lists as they drive measurement consistency across to board, that's why many industries use them when operating complex plant & machinery... it simply works!

Moving forward we must not "Throw the Baby out with the Bathwater" but build on what we have. To this end I'm proposing the following plan for IOMGBR Measurers.

1. Instigate an informal IOM measurers forum to allow e-mail discussion singularly or as a group on IOM Measuring issues, training, and to include new recruits and feedback. Each District will be represented, and the IOM Technical officer will act as the focal point.
2. An IOMGBR management team of 3 persons will start an engagement process with the RYA to substitute an alternative fit for purpose E-based training and guidance package that fits the specific requirements of the IOM and negates the need to attend the bespoke RYA Sail measuring course.
3. The IOMGBR technical officer will put together an E-based modular guidance course consisting of probably four modules covering Documentation, Sail measuring, Hull measuring and Tanking & weighing (section C).  
N.B. Under initial Certification and measuring we will require the yacht to be measured for Section C (Race trim) so fair and competitive racing can be achieved at all levels of District and Championship racing.
4. All current measurers will be expected to go through these short modules, which will be signed off and dated when each has been completed. A central file will be kept containing these details for future inspection.
5. New measurers in addition to taking the 4 modules will be expected to have a one-to-one measuring exercise with their local district measurer, measuring at least 2 yachts. On successful completion the local district measurer will forward this to IOMGBR technical officer who will place their name on the IOM measurer's list and record the training.
6. An owner's feedback form will be included that will allow comment on the measurement performed on their yacht, highlighting what went well, what didn't and possible improvements may be made to the process. The yacht's certification form will





- 7.
8. not be issued until the latter form has been received. The IOMGBR Technical Officer will review this feedback for improvement and future training needs as part of a continuous improvement programme.

There is a lot of work to be getting on with and in order to allow sufficient time for proper consultation, IOMGBR have taken the decision to extend the date for the completion of this work to December 2022 as originally proposed by the RYA.

For our pondside community we will be giving you updates as to where we are on this journey, and I will share and verify modules with district measuring representatives during their development stages.

For the existing IOM measurers out there, please talk within your district community and nominate a suitable candidate to represent you. Once selected please pass this on to Malcolm [malcolm.appleton@gmail.com](mailto:malcolm.appleton@gmail.com)

You will also note we have recently designed a section on our website as a One Stop Shop specifically for measurers. <https://www.iomgbr.co.uk/boats> click on measuring.

Our aim, as in all things, is to make material easy to find and use so you can get on with the important part... The Racing!

Wishing you all the best in you sailing exploits this summer.

Steve T – IOMGBR Technical Officer

## Ranking events 3 and 4

### Coalhouse Fort 26<sup>th</sup>-27<sup>th</sup> June

There are still places available for 26<sup>th</sup>. Come along and enjoy the racing at this historic venue. Enter through the iomgbr site, or the MYA 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.





## 50<sup>th</sup> Anniversary Veterans event – Lincoln radio sailing club



45 IOM skippers arrived at Lincoln on an unseasonably chilly damp late May weekend, to compete in this year's MYA Veteran's Championship.

The turnout, no doubt boosted by the lack of sailing over the past 14 months and 7 days, experienced the traditional warm welcome offered by Lincoln Radio Sailing Club.

Thanks to superb organisation, willing and friendly race management, the event ran faultlessly over the two days.

Winners of the seeding races were Brian "Titch" Summers, Ken Binks and the returning Terry "the Fonz" King, funny to see him without the boys but great to see him sailing again.

The wind direction, although forecast to be NW, actually settled in to a pleasant Westerly. With the odd rain shower adding a little spice to the cold but stable breeze the racing featured some close action and tight finishes throughout Saturday.

The chance to have a good long beat from the gate to the finishing line meant that there was plenty to play for and looking at the scores you will see that most had some good races and fine results.

Saturday saw a few, mainly minor boat breakages, although David Hope's event was definitely compromised. After successfully replacing the sheeting lines below deck and with the red gelcoat matching the state of his hands, he returned to the fray. Determined to overcome this setback he started the fight back which would see him eventually win the final race of the event, making the trip worthwhile even if he missed the prizes.

Others like the determined and improving Stewart Campbell would say the same, with his ride back to Scotland being made more enjoyable by his race 6 win. Other race winners during the event were Tony Edwards, Phil Holliday, Austin Guerrier, Dave Burke and local hero Pete Walters.





Sunday morning saw the race team on site bright and early with the breeze now coming from SSW direction and the sun shining. How long this would last, nobody knew but the racing got underway promptly at the posted time of 9.30am.

Sailing from the East bank allowed competitors and their pit crews to spectate from cars and be closer to their equipment.



Racing was again tight but fair as one would expect. All penalties being completed on the water. With the increasing wind strength and a shift in direction the race team took the decision to slightly shorten the course, bringing the leeward gate a bit closer to the shore.

Some changed down to their B rigs, but as the gusts were never really long enough, this choice didn't really work and sticking with the A rigs turned out to be better. Isn't hindsight a wonderful thing? The final race of the event looked to be the exception where it was more of a survival challenge for the A rigs.

What was looking like glory for the smaller rig of Dorian Crease's boat faded when he was pipped on the line by David Hope and his A rig equipped boat.

It's good to see a number of different entrants, both old and new at the top of the results sheet, with many clubs represented literally from all four corners of the British Isles.

Also very pleasing to see was the wide variety of designs, including owner built versions doing well, with a number of self-build boats on the water. Nigel Barrow, Neil Thornton and Simon Robinson sailing their boats efficiently and Nigel Barrow with his recently completed Alternative achieved a very creditable 15 place overall in his very first national event.



Mention should also be made of Malcom Clement (40) and his Ellipsis. Three months into sailing his IOM the goal was to enjoy himself, learn a bit and start to understand his boat more, something that he achieved with a smile on his face. We look forward to seeing you again Malcolm.

In the end, Brian Summers was the worthy winner of the 2021 MYA IOM Veteran Championship, having performed impressively throughout the two-days with his Britpop which carried a distinctive translucent mainsail. Consistent sailing and keeping out of trouble clearly pays off.

2<sup>nd</sup> place went to a youthful looking Austin Guerrier (is he really a veteran?).

The new local sailing hero Pete Walters from the host club finishing third edging out reigning champion Tony Edwards. Terry King rounding up the top five.

## Results

Event IOM Veteran Nationals																							
Date(s) 22nd/23rd May 2021																							
Host Club Lincoln Radio Sailing Club																							
Program Options																							
Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12					
1	Brian Summers	07	Tayside RSC	Britpop	3388	22.0	1.0	12.0	5.0	7.0	1.0	3.0	1.0	1.0	3.0	2.0	5.0						
2	Austin Guerrier	06	Datchet Water RSC	V10	900	41.0	3.0	1.0	4.0	4.0	12.0	7.0	2.0	9.0	4.0	9.0	7.0						
3	Pete Walters	65	Lincoln RSC	Sedici	4212	44.0	10.0	32.0	1.0	5.0	9.0	4.0	3.0	4.0	2.0	7.0	9.0						
4	Tony Edwards	75	Yeovil DMBC	Britpop	165	46.0	2.0	3.0	10.0	1.0	3.0	8.0	5.0	13.0	17.0	3.0	11.0						
5	Terry King	181	Windrush RYC	Britpop	2681	48.0	1.0	2.0	11.0	3.0	2.0	10.0	14.0	3.0	13.0	8.0	8.0						
6	John Sharman	61	Keighley & District MES Ltd	Vision	2140	63.0	3.0	7.0	3.0	12.0	6.0	13.0	4.0	10.0	6.0	12.0	19.0						
7	Roger Errington	15	Killingworth MYC	V8	46	67.0	6.0	13.0	9.0	11.0	8.0	5.0	10.0	2.0	15.0	24.0	3.0						
8	Dave Burke	130	Birkenhead RS & PC	Britpop	70	70.0	2.0	16.0	6.0	16.0	19.0	22.0	12.0	6.0	5.0	1.0	6.0						
9	Ken Binks	83	Eastbourne & District MYC	Britpop	722	77.0	1.0	4.0	2.0	17.0	25.0	2.0	15.0	5.0	12.0	19.0	33.0						
10	David Rigby	57	Lincoln RSC	Vision	3733	83.0	11.0	28.0	39.0	9.0	4.0	6.0	9.0	11.0	10.0	11.0	12.0						
11	Dorian Crease	79	Two Islands RYC	Cheinze	3940	93.0	8.0	26.0	7.0	2.0	16.0	23.0	26.0	8.0	14.0	13.0	2.0						
12	Stewart Campbell	50	Tayside RSC	K2	3615	103.0	6.0	29.0	12.0	6.0	10.0	1.0	18.0	19.0	33.0	15.0	16.0						
13	Chris Esdale-Pearson	46	Harwich & Dovercourt MBC	Sedici	93	106.0	3.0	6.0	17.0	30.0	20.0	28.0	8.0	12.0	11.0	14.0	15.0						
14	Roy Stevens	54	Scarborough MYC	Britpop	794	111.0	2.0	9.0	13.0	13.0	5.0	18.0	25.0	21.0	20.0	17.0	14.0						
15	Nigel Barrow	24	Frensham Pond MYG	Alternative	4395	112.0	5.0	14.0	25.0	23.0	23.0	20.0	7.0	16.0	7.0	10.0	10.0						
16	Bob Conner	14	Woodspring MSC	Britpop	11	117.0	4.0	5.0	16.0	28.0	29.0	35.0	36.0	19.0	8.0	4.0	4.0						
17	Phil Holliday	66	Datchet Water RSC	Britpop	66	124.0	7.0	20.0	23.0	15.0	21.0	24.0	21.0	20.0	1.0	6.0	13.0						
18	Stephen Haywood	X57	Market Bosworth RYC	Britpop	1035	124.0	4.0	11.0	14.0	10.0	14.0	9.0	17.0	23.0	22.0	33.0	46.0						
19	Terry Crumpton	168	Killingworth MYC	Vision	4358	150.0	10.0	36.0	26.0	19.0	7.0	11.0	16.0	17.0	19.0	33.0	25.0						
20	Lester Gilbert	105	Buchanness MYC	Pikanto	901	152.0	7.0	8.0	15.0	14.0	17.0	30.0	39.0	26.0	19.0	27.0	19.0						
21	Peter Cropper	68	West Cornwall RSC	Asbo	316	153.0	5.0	15.0	19.0	24.0	22.0	25.0	23.0	33.0	21.0	5.0	19.0						
22	David Hope	11	Chelmsford RYC	Venti	3428	160.0	16.0	46.0	46.0	33.0	35.0	27.0	6.0	7.0	16.0	19.0	1.0						
23	Jim La Roche	157	Coalhouse Fort RYC	Vision	3406	166.0	12.0	34.0	37.0	37.0	34.0	14.0	11.0	14.0	9.0	16.0	22.0						
24	Michael Golding	53	Coalhouse Fort RYC	Britpop	4161	179.0	9.0	17.0	28.0	20.0	13.0	17.0	24.0	24.0	27.0	33.0	46.0						
25	Neil Thornton	31	Scarborough MYC	Fantasia SX	2720	180.0	8.0	24.0	20.0	29.0	26.0	12.0	13.0	15.0	33.0	33.0	46.0						
26	Graham Whalley	16	Manor Park RSC	Britpop	2063	199.0	10.0	33.0	33.0	18.0	28.0	15.0	22.0	33.0	28.0	21.0	24.0						

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## Tales of Tin Khan – My First Year by Roy O'Donnell

I carried Tin Khan, a much-reconstituted Triple Crown, up the street with a spring in my step. It was Boxing Day and I had done it. I had actually completed a whole session of racing, completed every race no less, with no winch tangles, no battery failures, no radio back to front, no rafting up with enemy shipping, no going aground, no missing bung and boat full of water, etc, etc, etc.



Mind you, Tin Khan sailed like it had enjoyed a good Christmas, I have not got round yet to the dark art of tuning and all that stuff, I am just happy to actually finish.

Lost in self-congratulation, reliving in my mind how I had actually beaten two others in one race, a voice suddenly said *'Did you get that for Christmas?'* There stood this cheeky urchin swinging on the arm of his Dad and without waiting for an answer *'How did Father Christmas get it down the*



*chimney?'* The father looked anxious, so I replied *'I live in a castle, it's got a big chimney'*. As they walked away, I heard the lad say *'Can I have one of those for Christmas Dad?'* and I heard Dad mutter *'We will have to ask for a castle first'*.

So ended my very first year with an IOM. I found it more challenging than expected and nothing like 'sailing with toy boats' my sailing partner mocked when we had to give up our cherished Flying Fifteen. He was having a bad time in hospital; his Christmas Dinner was an ice cube.

After each session on the Pond I wrote a blog to brighten his day, he enjoyed reading about my exploits and especially my discomfort as an innocent in the world of radio sailing. Sadly, he didn't make it. He picked this one as the one he enjoyed the most

so here it is . . . . **Funny where a radio-controlled yacht can get you.**

I arrived at the Millpond on a chilly November morning in confident mood. This time I was at last going to complete a session. However, in the first race I somehow got tangled up with another competitor - I am sure he had grappling irons out, it reminded me of the *Fighting Temeraire* coming up broadside with the French flagship *Redoutable* at the Battle of Trafalgar. With spars and rigging locked together the boats drifted downwind and disappeared out of sight behind the houses to the left of the car park.

So my opponent and I ran down the road to recover the wrecks only to find that out of sight the yachts had somehow separated and Tin Khan was in full sail, out of control and sailing straight towards the mole on the other side of the Millpond.

Why didn't I bring the radio? Why does my brain stop the moment I put the boat in the water? Tin Khan rammed the wall at full chat much to the excitement of the walkers and dogs of all sizes who quickly gathered to look down on the spectacle as if it had arrived from outer space. I am not having much luck with this game.

So I set off jogging for the other side to recover what's left of Tin Khan. Now it turns out that whilst I was out of sight tracking round past the sailing club and waterfront houses, the good meaning walkers had decided to save me the trouble by climbing down the mole, turning the boat around and launching it back across the Pond from whence it came.



None of this I discovered until it came into view three quarters of the way round the Pond. *'Oh no, where is it going now?'* Why didn't I bring the radio? Mind you, at least it is still afloat. This time I set off at a sprint to see if I can beat it back to the pontoon. Forget jogging, this is getting serious.

When I get there, Tin Khan is nowhere to be seen and the rest of the competitors are totally preoccupied in the middle of another race. I have discovered that *'Keep Calm and Carry On'* is the radio controlled sailors' mantra.

Eventually, a colleague takes pity *'It's down there in the bushes.'*

How on earth am I going to get that? It's in the middle of the back gardens of a row of houses, one of which is run as an infant school.

*'You will have to go and ask them if you can go in their back garden.'*

I smarten myself up, knock on the front door of the infant school, wait until the teacher inside takes off all the locks and chains that keep the kiddies in and the local offenders out and say *'Excuse me, but could I have my boat back.'* Well something like that. *'You will have to go and ask the lady next door, it's her garden'* followed by the re-assembly of all the child protection ironmongery akin to the Tower of London.

Feeling like a naughty schoolboy, I knocked on the cottage next door. *"Of course you can, my dear. I will come with you.'* said the charming lady who answered the door. And so with my new found friend, we picked our way through her beautifully tended herbaceous border, leaned over her garden wall and with her holding on to my coat tails I was just able to grab the top of Tin Khan's mast by my finger tips and haul it on to the lawn. *'Well done'* called my lady friend *'You must have a cup of tea after all your excitement. And you must have some of my chocolate cake.'* How could I refuse? Funny where a radio controlled yacht can get you.



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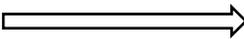
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**Bea's Boat – Chapter 2 follows on the next page:**



## Bea's Boat - Chapter 2

The March Newsletter featured the start of a home build of a Nimbus Mk 3 by Bea West, a year 9 student at the Micheal Hall Steiner School in Forest Row.

This is what it looked like then.... 

Bea had originally wanted to build and Optimist, as that is the boat she sails (quite well by the way), but was persuaded that it may be a step to far, or large.

Not to be defeated (yay) she went off and purchased plans to build a Nimbus IOM instead (yay).

With hindsight the Optimist may have been an easier build.....

As construction continued the size and cost of the task became horribly apparent, in stark contrast to the cost of the plans. Not to be put off Bea turned to the IOM Class Association for help and advice.



Within a few days, thanks to the generosity of many along with masterful co-ordination by the 15<sup>th</sup> place finisher in the Vets championship, many parts had been collected and shipped over to her 'workshop'.

Bea and her Grandfather Noel are also very grateful for the product knowledge and project advice given to them when they visited Eastbourne Model Yacht club.





## Bea's Engineering 'best practice'

One of the wonderful things about the English language is its flexibility, so a little digression is in order here:

Writer and novelist Geoffrey Household wrote of his countrymen, amongst other things, that *"the British do not say what they mean, or mean what they say"*. Taken literally of course, is to miss the point entirely.

So when I say that Bea's pathway to successfully completing the build of the Nimbus was paved with Magnum sticks, I mean that she followed sound engineering practice, which is to make each component fulfil two tasks.

How this can be....The Magnum needs a stick, the holding of which aid concentration and enjoyment. When finished the stick provides an excellent medium for mixing resin and actuator. Ok maybe stretching the imagination a little, but hey, it's a story.



Anyway, Bea was able to present her finished Craft and design project at her school, and very impressive it looks too.

Nimbus maiden voyage will have to wait until the end of June.....

Bea has been selected to represent GBR in the youth centenary regatta in Lake Garda from 8-11<sup>th</sup> June, sailing her Optimist

I'm sure you will join me in wishing her the very best of sailing luck.

- Ends -

