

AMYA Classic VM – Timeline

1976 - 1980

1976 Spring #23

OPEN PROPOSAL TO ALL SOLING OWNERS:

Argument for Soling 50 one-design class

Over the past few years, much conversation has gone on concerning the Soling 50/800 and its possible conversion to a "one design" class. As everyone knows, today's competitive 50/800 is tomorrow's runner-up unless the owner is continually modifying major facets of the boat. Unfortunately, the Soling does not lend itself to this type of modification without virtual destruction of the hull and deck. The mast step is locked in place which minimizes the amount of experimentation with sail design and ratio. The mating of the hull and keel eliminate the possibility of moving the keel fore or aft or, for the most part, changing keel design altogether. In other words, having been taken from the lines of a "real" boat, the Soling is a scale yacht which is both enjoyable to sail and to watch. Without the benefits of a separate Class status it has been and always will be a ONE DESIGN.

As a Soling One Design Class, owner/members would be afforded all of the trimmings afforded any other AMYA class (sanctioned Divisional and ACC Regattas, etc.). We are not proposing a "dual citizenship" type of registration! Those Soling owners who have or intend to modify their yachts in an attempt to remain competitive in the 50/800 M Class should be afforded that choice. They should also be allowed to return their boats to a "stock" configuration to join the One Design Class. Such a choice should be permanent, however!

The Soling One Design Class, should it emerge, would have immediate National status due to the number of such boats that are currently sailing. We understand that a Class Secretary and Technical Committee would have to work out some of the heady problems which could arise from the existence of kits manufactured by several firms. This problem has not stopped other classes, however, and would not stop us.

The time has arrived for the discussion to stop and some action to begin. We who endorse this move towards a One Design status would appreciate hearing from the Soling owners with whom we don't frequently meet.

Signed: Bob De Bow, Jim Gale
Send Response to: Bob De Bow

Motion #2. (as addendum and modification to the 50/800 Class Rating Rule):

Motion: "Mast and Spars: The greatest diameter of mast and spars is limited to three-quarters of an inch (.75") Mast and spars are not to be included in sail area measurements.

Comments: A question has arisen over the use of wing masts in the 50/800 Class. There is no direct limit to the size of masts in the present rule. Using a literal interpretation of the rule, a mast with several hundred square inches of unmeasured and effective sail area can be made. A manufacturer is interested in trying this idea out. In order to avoid turning 50/800 Class construction into a mast building contest, the traditional .75" limit on 50/800 mast size is suggested for our rule".
By, Standley H. Goodwin.....second, Lester C. Conner.

Motion #2 - Limit mast size to 3/4" max

1976 Summer #24

Counter point- keep mast max diameter at 1" to not obsolete existing boats.

Regarding motion #2 - Although I am altogether opposed to the use of wing masts in the 50/800 Class, I feel the proposed limit of 3/4" is too small for modern rigs and would seriously curtail the continued development of the newer "shaped" sails now being offered by all sailmakers.

The most important requirement of these sails is an absolutely straight mast and nothing helps quite as much as a little extra "beef" in the spar.

The new sails have improved boat speed significantly and have taken some of the "witchcraft" out of sail adjustment....a plus for our beginners. It is getting tougher to find very tight-grained spar stock with inherent stiffness.... another reason why a 3/4" limit is probably too small.

As 50/800 rigs get taller, the spar must become stiffer, and I don't feel a need for added rigging complexity.

Many existing 50/800 rigs would require a new spar and additional expensive fittings. Examples of modern design with spar dimensions exceeding 3/4" are Boomer, Epic, Liberty '76 and Aquilo.

In last year's 50/800 rule proposal, John Ball wisely proposed a limit of 1" as the maximum spar dimension. I agree with him completely. This limit prevents wing masts and also does not make existing rigs illegal. Most importantly, it allows the newer sails to be used more efficiently by all.

I will present a motion for a 1" limit next year but, at the moment, I must urge all 50/800 Class members to VOTE NO ON MOTION #2.....Ron Schoder

1976 Fall #25

Motion #2 failed - mast diameter unlimited still

MOTION #2: AS ADDENDUM AND MODIFICATION TO THE 50/800 (M) RULE FAILED 87 - 69



50/800 CLASS NEWS:

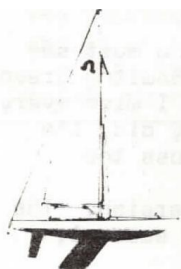
Standley Goodwin, Class Secretary: As the new 50/800 Class Secretary, my first duty is to ensure the health and continued popularity of the Class. To me, this means maintaining a Class Rule that can produce a competitive boat. Our present rule contains most of the factors that control speed potential. I believe that the present rule should be retained with modifications in the future, should they become necessary.

This July, I was able to attend the 50/800 ACCR in Long Beach, Calif. For me, this was the most competitive one of the three which I have attended. Halfway through the second day, four skippers were in contention. Going into the last race there were three skippers within striking distance of the lead! Our new Class Champion, Mr. Tom Protheroe, of Santa Barbara, Cal., sailed an excellent regatta under terrific pressure and both earned and deserves the title!

As a boat designer, I found it interesting that the top six boats were from three quite different designs; the Epic, Bingo and Warrior representing light, medium and heavy design approaches to the Class Rule. The common point between the three was that each sported a tall, high-aspect ratio sail rig. In the light air, the tall rigs seemed to have much to do with the speed of the top competitors.....Standley Goodwin

Tall high-aspect rigs dominated nationals

Soling 50 one-design class formed with 43 boats



SOLING ONE DESIGN CLASS NEWS:

Bob DeBow, Acting Class Secretary: I want to thank all of you for your enthusiastic response to the idea of giving re-birth to the 50/800 Soling through the creation of a new One Design Class. Within a matter of weeks of the publication of the original proposal the ball was rolling and letters came rolling in. Not only were we able to muster the numbers necessary for the creation of the Class, but, we succeeded in gathering a very active group of Soling skippers. At this writing, we have 43 Soling O.D.'s registered....let's try for 75 by year's end!! Double pleasure has been given us by allowing for dual registration in the 50/800 Class as well.

Much thought and time in various workshops around the country, measuring boats, letters and phone calls back and forth, have helped me and the Technical Committee to firm-up a workable set of provisional specs. The Technical Committee is made up of Jim Gale, Bob Jensen and Ron Menet so if any of them approach your boat with a rule or tape measure in hand, know that we are still looking for "gremlins". Next year, of course, the Class Specs will be on the ballot and we can all vote and/or amend them. For now we think we've got a set with which we can operate until next year. If you have any items that you feel should be corrected or changed, please let us know. Remember, it's your Class and your input is needed in order to keep it going for all of our enjoyment.

The latest set of Class Specs is dated 8/30/76. Please correct your copy to allow for a keel width (fore & aft) of 8 1/4".

1977 Spring #27

LETTERS!



I guess most of you emptied your "think-tanks" before the last issue as our "letter to the Editor" mail dropped off considerably. That's not to say it stopped....we'll have to wait for another life for that, I guess. Though lengthy, we publish the following letter from Standley Goodwin, 50/800 Class Secretary, for your information. We were surprised by the points he makes and, without judging their accuracy, pass them along to you for your information.

"I believe it is now time to comment on membership in the IMYRU and its probable effects on the 50/800 Class. I am personally in favor of IMYRU membership. However, I doubt that the 50/800 Class Members are ready to make the many sacrifices that they will be required to make before we can become an effective member of the international community.

All of the information I have seen indicates that if AMYA joins IMYRU it will be at our request and under their conditions. In order to obtain representation in the IMYRU, registration certificates (really measurement certificates) will have to be instituted in all international classes. In the 50/800 Class, the mention of measurement certificates brings negative comments from several highly influential Class Members. If we are not ready to institute registration certificates, there is no sense in joining IMYRU as we would not be represented. Those who assume that IMYRU would change their method of representation to accommodate our present method of registration are expecting an awful lot. By making the change they would make AMYA one of the most powerful members. In their viewpoint they already will have made a major concession in just letting us join.

By joining IMYRU, AMYA would effectively become a U. S. organization. If we are operating in a country that already has a national authority represented in IMYRU, a complaint by them would inevitably be sustained. After all, other member countries would believe that they could be the next victim. The result would be that we would have to cease operation in the offended country or give up IMYRU membership.

Pros / cons of IMYRU membership for AMYA, boat certification would be required, the US has resisted this practice.

To race with IMYRU, major rig changes required including mast diameter max of 3/4", making existing high-aspect masts to flexible. Equal spacing of sail battens also required.

"The only tangible result of joining IMYRU is participation in international regattas. In order to participate in international regattas our members would have to make major modifications to their boats, mainly in the area of (sail) rigs. Our 50/800 Class Rule is a simplified version of the international rule. In the process of simplification, a number of restrictions were left out. The most important one is the 3/4" mast diameter requirement. The majority of our competitive boats are sailing with masts slightly in excess of 13/16" fore and aft dimension. To insure legality under the 3/4" restriction mast size would have to be reduced to 11/16". This seemingly small reduction would reduce mast fore and aft stiffness by 40%. A change of such magnitude would require changes in staying and, possibly, require a complete change in the mast support and sheeting system used. The other major deletion was the requirement for equal spacing of sail battens. A number of sails presently in use could not be used in an international regatta. The rest of the missing restrictions are relatively minor and could be easily accommodated by minor modifications.

The problems faced by skippers going to international regattas would be that their boats, developed under the AMYA rule, would have to be modified. It is likely that performance would be lost in the process. The obvious solution would be to accept the IMYRU rule for AMYA. All past suggestions to change to the IMYRU rule have been met with significant opposition from 50/800 Class Members.

An international regatta for the 50/800 class has been suggested. If the goal is to have a well run regatta that shows AMYA is a responsible member of the international community, the IMYRU 50/800 Class Rule and registration certificates must be used. The majority of the participants will be familiar with this rule and the accompanying registration procedures. If another rule and measurement procedure is used, a problem with a foreign competitor is likely to develop into a major international incident which will badly taint the regatta results and damage the international standing of the AMYA.

Let us for a minute look at what might happen if the AMYA rule and measurement procedures were used. The foreign competitors would be appalled when they saw the apparent loopholes in our rule. Those that do come would come with a negative attitude. If our foreign competitors won all would be well. If they did poorly, they would not say that they were beaten by good models well sailed, but would complain that the 50/800 rule of the AMYA beat them. They will have a wonderful excuse.

Measurement before or after the regatta is dangerous. The IMYRU rule has the same basic restrictions as the AMYA rule. Theoretically any boat holding a valid measurement certificate should measure in under our rule. The problem is that sailors who know that they are only going to face the measurer once tend to push all measurements to the maximum. The result is that a slightly different interpretation of measurement points could result in disqualification of a foreign competitor. In the eyes of the IMYRU, holding a valid measurement certificate indicates that a boat is legal. Disqualification of a competitor who had done well would lead to an incident that would badly damage the reputation of AMYA.

The international 50/800 regatta must be sailed using the IMYRU version of the rule and measurement certificates. The three AMYA boats would have to make any necessary modifications to meet the rule and would have to be measured. Registration certificates for these three boats could be made by certified measurers. If AMYA and the 50/800 Class are not willing to abide by these conditions, the regatta should not be held".

Signed: Standley H. Goodwin
50/800 Class Secretary

Don't hold international regatta unless IMYRU rules is applied, otherwise damage to AMYA reputation guaranteed.



50/800 CLASS NEWS:

Standley H. Goodwin, Class Secretary

Of the over eight hundred fifty 50/800 Class boats registered last year, nearly 300 have not yet re-registered. If your boat is not registered, you will not be able to vote on important Class matters or participate in the ACCR. Your Class Secretary suggests that all those who have not re-registered their boats, invest thirteen cents and send their numbers to the AMYA Secretary, Bob Crysler.

Your Class Secretary has proposed an amendment to the 50/800 Class Rule which would limit the size of masts and spars to one (1) inch. This limit will close the one major loophole in our Class Rule. At present, the size of masts in our Class is unrestricted, and the use of wing masts with unlimited area is open to interpretation. The one (1) inch limit will cover the vast majority of rigs now in existence and prevent the use of wing masts with unmeasured area.

Once again a proposal to close mast diameter loophole and limit it to 1' max diameter.

1977 Summer #28

50/800 CLASS NEWS:

Standley Goodwin, Class Secretary

This newsletter contains the ballot. I strongly advise that all Class members take the time to fill it out and submit it.

This year, there are two items of importance to the Class. The first is the motion which places a one inch limit on masts and booms. Under our present rule, the status of wing masts is not clear. At present there is no specified limit on mast and boom size. General practice has been to build wood or aluminum masts and booms with maximum dimensions under one inch. Sooner or later an enterprising builder is going to construct a large wing mast with a sail attached and expect that the large mast area will not be counted as sail area. In order to avoid the controversy that will occur when the first wing mast appears, your Class Secretary has proposed a limit of one inch on mast and boom diameter. This limit will not affect the vast majority of masts now in existence. However, it will signal to those who intend to test our rule to the ultimate, that large wing masts cannot be used for free sail area. I strongly urge all Class members to vote "YES" on this issue.

The second motion of great importance is the motion on joining IMYRU. (SEE COMMENTS FOLLOWING MOTION. Propositions 1 and 2 have been deleted from ballot by Richard Hein, AMYA President, Ed.) Membership will allow AMYA to join the international sailing community and participate in International regattas. However, effective membership will require significant changes in the present 50/800 Class Rules and Procedures. I advise Class Members to read the comments on the motion contained in this issue and vote as they see fit. The results of this vote will be used as an indication of the future direction of the Class.

..... deadlines passed last year require that the preliminary bids on hand 1 September of this year. Let's start planning these 1978 regattas.

The 50/800 Class was developed as a free sailing boat. In free sailing, severe collisions between models was an everyday occurrence. Bumpers were found to greatly reduce damage. As a result, the 1/2" overhanging bumper provision was added to the rule. Now that we have R/C, severe collisions still occur. Most of us, periodically, make errors in judgement that result in collisions. As a courtesy to your opponents and to minimize damage to your own boat, you should consider installing a bumper.

1977 Fall #29

PROPOSITION #6 PASSED 152-14 have required 25 pounds of removeable ballast.
50/800 Class, limiting the greatest dimension of spars to 1".

Mast diameter now limited to 1" maximum, bumpers strongly recommended

Two common rule infractions, jib hoist exceeding 80% and roach exceeding 2" max

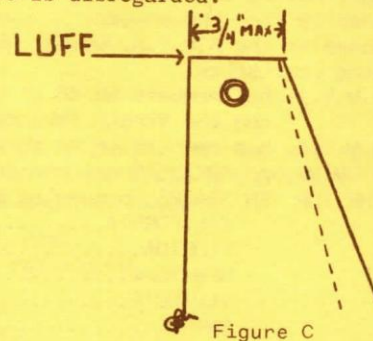
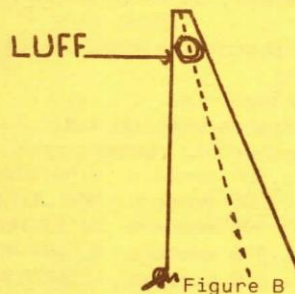
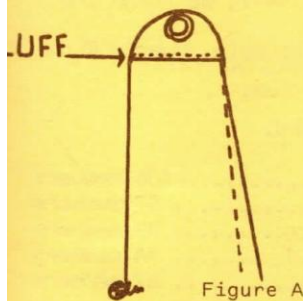
Before the A.C.C.R., all of the boats were measured. Two problems were common:

1. The most common problem was jibstay height. Remember, the jibstay height is 80% of the height of the mainsail HEADBOARD above the deck. All of the rigs with this problem were corrected.
2. The second most common problem was excess mainsail roach. Since this problem could only be corrected by returning the sail to the sailmaker, use of these sails was allowed for THIS YEAR ONLY! All serious 50/800 sailors should measure their sail roaches. If the roach exceeds the allowed two inches, the sail should be returned to the sailmaker for rework. In the future, the roach limit WILL BE ENFORCED!

Roach is measured with the sail on a flat surface and the mast straight, or it can be measured with the rig set up on the boat. REMEMBER, the mast must be straight. Mast bend can cause a legal sail to fall into the illegal roach category. Measure the roach from the after-edge of the sail to a line connecting the lower corner of the sail (clew) and the outer edge of the headboard - or the center of the eye.

The difficulty in performing the measurement is defining the location of the line at the headboard. The three figures below show the threetypes of configuration for the head of a sail. Figure A is for a sail with a headboard. Measurement with an attached headboard is clearly defined in our rule. Figures B and C show the two options for measuring a sail without a headboard. In figure B, the roach line is at the center of the eye and the luff and headboard height measurements are taken to the bottom of the eye. In Figure C, the sail is measured to the outer corner, or if the top of the sail is wider than 3/4 inch, to a point 3/4 inch from the from of the sail.

If figure C is used for roach measurement, the luff and headboard height measurements are taken at the top of the sail. In figure C, the eye is disregarded.



1977 Winter #30

1977 50/800 A.C.C.R. YACHT SPECS.

TED BRINDLE

Have you ever read in the QUARTERLY that Joe Blow Zero won the Drum Stick Regatta with a "Super Slicker" and wondered just what in the heck it looked like, what kind of gear he used, etc? As I promised last issue, I have tried to tabulate the measurement information into as much useful data as possible. I will list the stats two ways; the number without parents surrounding it equals the total number of boats fitting that category; the number with parents surrounding it is the number of boats finishing in the top ten that fit this category.

TYPE BOATS:

Epic ruled nationals

TYPE BOATS:						Epic Tailed Nationals						
EPIC	10	(5)	BAMBI	2	2	(0)	WARRIOR	1	(1)	CHINOOK	1	(0)
AQUILO	4	(0)	MANITOU		2	(0)	BINGO	1	(1)	MAGIC DRAGON	1	(1)
ORION	3	(2)	LJ BOOMER II	2	(0)		TIC TAC TOE	1	(0)			

As you can see, the Epic made up almost one third of the total entries and fifty percent of the top ten. The Epics all appeared to be stock with the only difference being the number of controllable functions and overall weight. Of the four Aquilos, three were of the old, thick/heavy keel design which has been changed. Bob Scoot, sailing the only boat with the new keel placed fifteenth and was really moving when the air came up on Sunday. The Orions did well, but you must also take into consideration the fact that they were skippered by some of the best in the A.M.Y.A.; Chuck and Buddy Black and Steve Sansom. These guys could make a model of the KON-TIKI into an A.C.C.R. winner. Stan Goodwin sailed his 21 pound, seventeen year old Warrior to perfection. The LJ Boomer II, from the Littlejohn's, showed a lot of potential but both Sandy and Andy were plagued with radio/mechanical problems which pushed them down in the standings. Ray Ozmun's Magic Dragon seemed to do well in all airs and could possibly replace the Epic as the most popular boat in the 1978 A.C.C.R.

SAILS:

Paneled	23	(9)
Flat	3	(1)
Double Luff	2	(0)

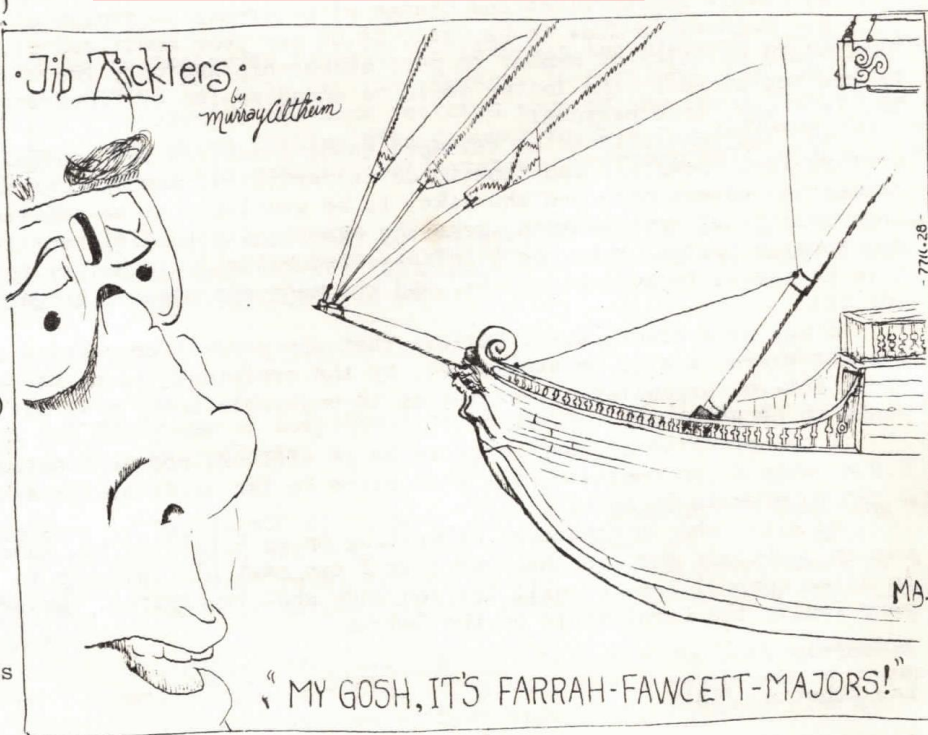
Strong use of paneled sails

As you can see, the paneled sails were by far, the most popular with only Stan Goodwin's single panel sails hitting the top ten. All but two boats carried sails made by one of our model sail lofts.

SAIL CONTROL UNITS:

Swing arm	25	(10)
Drum	3	(0)
Proportional	7	(5)
Standard	21	(5)

The swing arm SCU was, by far, the most popular type. The proportional SCU was also a favorite of half of those boats finishing in the top ten.



RADIO EQUIPMENT:

2 Channel 16 (3)
3 Channel 7 (5)
4 Channel 5 (2)

The 2 channel rig was most popular, but, your chances of being in the money appear to increase with the number of controllable functions.

AUXILIARY CONTROL FUNCTIONS:

Jib Trim 6 (3)
Jib Twitcher 2 (1)
Adjustable backstay 9 (5)

The extra functions can help you win but they can't guarantee it. The jib trim was used, primarily on the west coast boats while the jib twitcher was used on midwest and east coast boats. (For

those of you unfamiliar with a jib twitcher, it is a servo/line (sometimes rubber band) setup which forces the jib to port or starboard and holds it there, thus, maintaining a wing-on-wing configuration on downwind legs.

BOAT WEIGHT:

Trend toward lighter boats

14 3/4 lbs.	1 (0)	15 1/2 - 16 lbs.	8 (1)	17 - 18 lbs.	1 (0)
14 3/4 - 15 lbs.	3 (3)	16 - 16 1/2 lbs.	2 (1)	18 - 18 1/2 lbs.	1 (0)
15 - 15 1/2 lbs.	7 (4)	16 1/2 - 17 lbs.	2 (0)	21 - 21 1/2 lbs.	2 (1)

Sue Crysler had the lightest boat at 14 3/4 lbs. Chris Jensen, Ray Ozmun and Chuck Black all had boats weighing 15 pounds. The Epics weighed in the 15 - 16 lb. range, with Rich Matt's being the heaviest at 16 1/2 lbs. Stan Goodwin's Warrior weighed 21 lbs.

HEIGHT OF LUFF ON MAIN:

Rig height of 72" or taller seemed to perform well

80"	1 (1)	74"	5 (2)	68"	1 (0)	62"	1 (0)
78"	1 (1)	72"	11 (5)	66"	0 (0)		
76"	0 (0)	70"	5 (1)	64"	3 (0)		

The 80" rig was used by Stan Goodwin while Chuck Black used the 78" rig. Ray Ozmun used the shortest rig of the top ten measuring 70".

So, that's about it for the 1977 A.C.C.R. If you would like more information about a particular boat, send me an SASE and I'll send you a copy of that boat's measurement form. I would also encourage other clubs hosting major events in 1978 to try and gather similar data. I think it can be of value to all of us, whatever class happens to find our loyalty and enthusiasm.

1978 Spring #31

50/800 CLASS NEWS:

Standley Goodwin, Class Secretary

All boats measured at nationals!

Information on the 50/800 A.C.C.R. for 1978, is presented elsewhere in an article by MMM of Toronto. Again, this year, all boats will be measured on the day before the start of the event. This year ALL CLASS SPECIFICATIONS WILL BE ENFORCED! Skippers will be allowed to use only equipment that measures in. If a piece of equipment fails to measure in, you will either have to modify it or not use it at all. I strongly suggest that all entrants check their equipment before arriving at the regatta. Special attention should be paid to the mainsail roach, jibstay height, and mast diameter measurements. Hopefully, no one will have to sit the regatta out because their model failed to measure in.

Over the past few years, your Class Secretary has observed a continuing controversy over A.M.Y.A. membership in the IMYRU. Byron Sansom's IMYRU affiliation committee has prepared a motion package which details what the price of the membership will be. The results of the ballot will tell your Class Secretary whether the membership really wants IMYRU membership.

As a member of the IMYRU Affiliation Committee, your Class Secretary has prepared two motions which detail the changes our Class must make if A.M.Y.A. joins IMYRU.

One of the motions replaces our present 50/800 Class Rule with the IMYRU version. If A.M.Y.A. Members are to compete in International Regattas without being at a disadvantage, we must use the same rule as the rest of the world. Proposal of the rule change by your Class Secretary does not imply that our present rule is inadequate. Our present rule controls the critical factors affecting speed and has produced a vigorous competitive class of boats. A rule change is necessary only if you believe that A.M.Y.A. members should participate in International Regattas and the IMYRU. Otherwise, our present rule is completely acceptable. As a sailor, I have used both rules and have found no difficulty in living with either.

The second motion concerns introduction of a 'MEASUREMENT CERTIFICATE' for Divisional and A.C.C.R. regattas. Although the initial reason for the motion was to obtain representation in IMYRU, it appears that the motion can help the AMYA 50/800 Class today. The Class A.C.C.R. and most divisionals presently require measurement of boats. With the introduction of the certificate, a class member can have his model measured well before the regatta by a regional measurer. Re-measurement during a two year period would not be required unless the boat was modified or changed ownership. Those few who could not locate a measurer could have their boat measured at the regatta and obtain their certificate there. The measurement certificate is necessary only for those who attend A.C.C.R. and Divisional regattas. Introduction of this procedure would greatly reduce the amount of measurement now done at A.C.C.R. and divisional regattas.

Your Class Secretary strongly suggests that every Class Member carefully review these motions and vote on them. The result of the vote will determine the direction our Class takes over the next few years.

Two motions 1) again tried for IMYRU rule adoptions, 2) require a "measurement certificate"

50/800 #1 REPLACE THE PRESENT AMYA 50/800 CLASS RULE WITH THE IMYRU 'M' CLASS (MARBLE-HEAD) RULE. THE RULE IN ITS ENTIRETY FOLLOWS. (SEE ATTACHED RULE).

COMMENT: If the AMYA 50/800 Class is to participate in International Model Yachting, our organization should have a common rule. Our present rule differs from the IMYRU rule in several significant areas. A model developed under our present 50/800 Class rule could require modifications that would put it at a disadvantage in an international race.

50/800 #2 INTRODUCE THE FOLLOWING MODEL YACHT REGISTRATION PROCEDURE FOR THE 50/800 CLASS. A SAMPLE REGISTRATION FORM IS INCLUDED.

COMMENT: If AMYA becomes a member of IMYRU, we will need to introduce a registration procedure in International Classes. IMYRU voting power is based on the number of registered boats a national authority has, not the number of members. If we do not have boats registered, we will not have any voting strength.

The proposed procedure is the simplest, least painful one that could be devised. When a skipper attends a Divisional or A.C.C.R., his boat will be measured and he will be given a rating certificate. As long as the boat is not modified, it will not be remeasured at any Divisional or A.C.C.R. for the next two years. This procedure will reduce the amount of measurement at divisional and A.C.C.R. regattas.

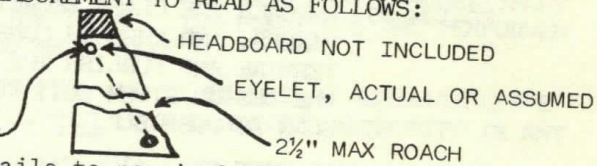
Skippers can receive a rating certificate before a regatta by arrangement with a measurer. Class members are not required to obtain rating certificates unless they attend a divisional or A.C.C.R.

RATING CERTIFICATE NEXT PAGE

BY: STANDLEY H. GOODWIN , AMYA #334
SECOND: LESTER C. CONNER, JR. AMYA #401

SOLING #1 CHANGE THE SOLING ONE-DESIGN ROACH MEASUREMENT TO READ AS FOLLOWS:
MAIN ROACH, 2½"

MEASURED THIS POINT



COMMENT: This will allow all of our stock sails to remain legal.

BY: BOB DEBOW, AMYA #89
SECOND: DONALD B. PROUGH, AMYA #3

AMERICAN MODEL YACHT RACING ASSOCIATION

RATING CERTIFICATE

M-CLASS (MARBLEHEAD 50-800)

Sail No. _____ Name of Yacht _____
Owner _____ Owner's AMYA No. _____
Owner's Address _____
Designer _____ Builder _____

Hull Measurements

Length Over All _____ Bumper _____

Sail No. Affixed to Hull _____

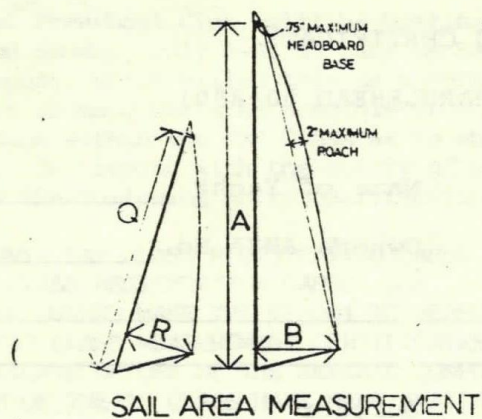
Rig Measurements

Spinnaker Boom _____

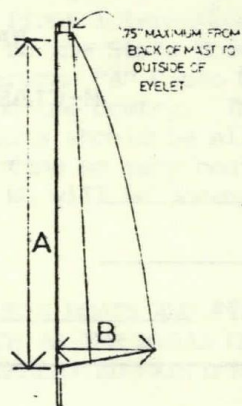
_____ Rig A. Mainsail.	Luff-A _____	Diagonal-B _____	Area _____
Headboard _____	Battens _____	Roach _____	Mast _____
Jib. Luff-Q _____		Diagonal-R _____	Area _____
Headboard _____	Battens _____	Roach _____	
_____ Rig B. Mainsail.	Luff-A _____	Diagonal-B _____	Area _____
Headboard _____	Battens _____	Roach _____	Mast _____
Jib. Luff-Q _____		Diagonal-R _____	Area _____
Headboard _____	Battens _____	Roach _____	
_____ Rig C.. Mainsail.	Luff A _____	Diagonal B _____	Area _____
Headboard _____	Battens _____	Roach _____	Mast _____
Jib. Luff-Q _____		Diagonal R _____	Area _____
Headboard _____	Battens _____	Roach _____	

Measurer
Date

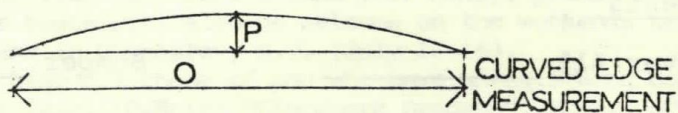
ADDENDUM TO 50/800 PROPOSITION 2, Continued:



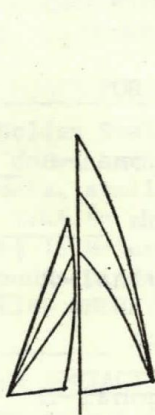
SAIL AREA MEASUREMENT



DOUBLE LUFF MAINSAIL



CURVED EDGE MEASUREMENT



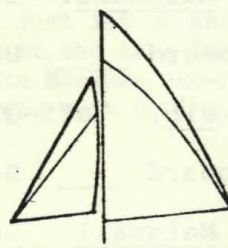
RIG 'A'

small suits of a rig are not recorded on the certificate



RIG 'B'

luff length is longer than in 'A' so 'B' is recorded as an alternative rig



RIG 'C'

boom length is longer than in 'A' so 'C' is recorded as another alternative rig

M

APPENDIX

The following rules are optional for AMYA regattas but mandatory for IMYRU regattas.

1. RM CLASS

The foregoing Rating Rules apply to Radio Controlled "M" Class yachts in all respects. Radio equipment shall not be changed during a race or series of races.

2. DISTINGUISHING MARKS

Sizes:- Class Mark:- Height 1 in.,
Thickness 1/4 in.
Registered Numbers:-
Height 2-1/2 ins.,
Width 1-3/4 ins.,
Thickness 3/8 in.
Spaced 1/2 in. between
figures.

The Registered Numbers will be preceded by the distinguishing National Letter of similar dimensions. National Letter for the United States is US.

Bar dividing Class Mark and Numbers to be 1/8 in. thick.

M
Example:
US1850

Owner's Racing Flag:- 2 in. x 1-1/2 in. approximately.

Effectivity of rule: The IMYRU M Class Rule will replace the present AMYA 50-800 Class Rule on January 1, 1979, with the exception of Sections 7b and 16. Sections 7b and 16 become effective on January 1, 1982. Until January 1, 1982, 7b shall read "The greatest diameter of masts and spars is limited to one inch (1.00)".

ADDENDUM TO 50/800 PROPOSITION #1
RULES FOR INTERNATIONAL MODEL YACHT RACING UNION
50/800 - (M) CLASS

Rating Rules for Marblehead 50/800 Class
(MClass)

Note: The provisions of paragraphs 7b, 16 and 17 are optional until 1 November 1982, except for those participating in International Championships. During the interim, AMYA rule will apply. Effective 1 Nov. 1982, all of this rule then current will apply.

1. OVERALL LENGTH

- (a) Overall length of hull fifty inches (50 ins.)
- (b) One quarter of an inch (0.25") in excess of, or less than, 50 inch overall measurement allowed.
- (c) Bumpers are limited to one-half inch (0.50") overhang. Bumpers are in no case to be included in overall measurement, whether built in, recessed, or otherwise attached to the hull.

2. SAIL AREA

- (a) Sail area (excepting spinnaker) not to exceed eight hundred square inches (800 sq. in.)

3. UNITS OF MEASUREMENT

All measurements shall be taken and recorded as follows:

- (a) Linear: Inches and decimal fractions of an inch.
- (b) Areas: Square inches and decimal fractions of a square inch.

4. PROHIBITED

- (a) Movable keels, Centre-boards, Lee-boards, Bilge-boards.
- (b) Bowsprits, Overhanging rudders.
- (c) Movable or shifting ballast.
- (d) Outriggers, Pontoons, Twin Hulls, "Tunnel" Hulls.
- (e) To change rudders during a race or series of races, except in bona fide cases of damage to the original rudder.
- (f) Weight of lead ballast SHALL NOT be changed during a race or series of races.

5. UNRESTRICTED

- (a) There are no restrictions on Beam, Tumble-home, Freeboard, Draft, Load water line length, Displacement, Scantlings, Materials (except where provided elsewhere in these rules).

- (b) An alteration in displacement, other than by a change of internal ballast, does not, OF ITSELF, render a certificate invalid.

6. RIGS

- (a) Bermudan, Marconi or jib-headed mainsail, Gaff, Gunter, Wishbone, etc. may be used.
- (b) Not more than 3 alternative rigs are allowed, provided the total sail area of each does not exceed 800 square inches. The sails of each rig must be clearly marked A, B or C.
- (c) A rig is defined as any number of suits of sails, the largest of which shall not exceed 800 square inches. The dimensions of this suit shall be recorded on the Measurement Certificate. If any dimension of any remaining suits is greater than that of the largest suit, then these suits shall be recorded as alternative rigs.
- (d) The maximum height of rig, measured from the deck to the lower edge of the headboard or eye, shall be 85 inches.
- (e) The height above deck of the jib-stay of any suit of each alternative rig shall not exceed eighty per cent (80%) of the height above deck of the lower edge of the headboard or eye of the largest mainsail of that rig.

The height of the jibstay is defined as the point where the luff intersects the front of the mast.

7. MASTS AND SPARS

- (a) There shall be no limit to height of mast.
- (b) The greatest diameter of masts and spars is limited to three-quarters of an inch (0.75")
- (c) There are no restrictions on material, weight, or section and no extra measurements are entailed where not round.
- (d) Hollow masts and spars are allowed.
- (e) Permanently bent masts and spars, Rotating and Bipod masts are allowed.
- (f) Masts and spars not to be included in sail area measurement.

8. TRIANGULAR MAINSAIL MEASUREMENT

- (a) Luff - A. Measured from bottom edge of the sail to the lower edge of the headboard or eye.
- (b) Diagonal - B. Measured from the after edge of the sail (clew) to the nearest point at the Luff.
(Pocketed or double luffed) Diagonal - B. Measured from the after edge of the sail (clew) to the forward side of the mast when the clew is fully extended along the boom.

9. JIB OR HEADSAIL MEASUREMENT

- (a) Luff - Q. Measured from bottom edge of the sail to lower edge of headboard or eye.
- (b) Diagonal - R. Measured from after edge of sail (clew) to the nearest point at the Luff.

10. CALCULATION OF SAIL AREA

- (a) Triangular Mainsail (or Sliding Gunter with head in same straight line as the mast) Multiply A by B and divide by two (2).
- (b) Jib or Headsail Multiply Q by R and divide by two (2).

11. ROACH OF SAILS

- (a) The width of the roach shall not exceed two (2) inches, measured from the after edge of the sail to a line from the lower corner of the sail (clew) to either the outer edge of the headboard or to the centre of eye at the head of the sail where there is no headboard.
- (b) Rounded foot of loose footed sail is not measured, but shall **not exceed one inch.**

12. BATTEN LIMITS

- (a) Battens in mainsail shall not exceed four in number and shall divide the leech into approximately equal parts. Battens not to exceed four (4) inches in length.
- (b) Battens in headsail shall not exceed three in number and shall divide the leech into approximately equal parts. Battens not to exceed two (2) inches in length.

13. HEADBOARDS

- (a) Headboards shall not exceed three quarters of an inch (0.75") across the lower edge. This shall be measured between the edges of the sail it supports along the line of the lower edge of the headboard. This includes headsails, mainsails and spinnakers.
- (b) Only sail material may be used for tablings in the head, tack, or clew of any sail.

14. SAILS BOUNDED BY CURVED EDGES

- (a) If, when the sail is set, the mast, spar, or jibstay is intentionally bent, or curved by any means, any additional

3.

M

17. Bumpers. Every yacht shall be provided with an efficient and serviceable bumper to prevent or reduce damage to another yacht in the event of a collision due to loss of radio control or other cause.

18. Ballast. a. All control equipment, batteries etc. shall be securely stowed in a fixed position and shall not be moved to suit a particular race. b. No ballast or other dead weight shall be used as shifting ballast or for altering the trim of a yacht during a race.

area obtained in this manner shall be measured as a bow and added to the area of the sail.

- (b) The Base - Q shall be multiplied by two-thirds (0.66) of the Perpendicular - P

15. SPINNAKER AND SPINNAKER BOOM

- (a) The maximum spinnaker hoist for any rig shall be 68 inches.
- (b) Spinnaker boom not to exceed fifteen (15) inches in length, measured from centre of mast to outer end of boom.

16. DISTINGUISHING MARKS

Sizes:- Class Mark:- Height 1 in., Thickness $\frac{1}{4}$ in.
Registered Numbers:- Height $2\frac{1}{2}$ ins., Width $1\frac{1}{2}$ ins.,
Thickness $\frac{1}{2}$ in.
Spaced $\frac{1}{2}$ in. between figures.

The Registered Numbers will be preceded by the distinguishing National Letter of similar dimensions.

Bar dividing Class Mark and Numbers to be $\frac{1}{8}$ in. thick.

Example: M

APPENDIX

The following rules are optional for AMYA regattas but mandatory for IMYRU regattas.

1. RM CLASS

The foregoing Rating Rules apply to Radio Controlled "M" Class yachts in all respects. Radio equipment shall not be changed during a race or series of races.

2. DISTINGUISHING MARKS

Sizes:- Class Mark:- Height 1 in.,
Thickness $1/4$ in.
Registered Numbers:-
Height $2-1/2$ ins.,
Width $1-3/4$ ins.,
Thickness $3/8$ in.
Spaced $1/2$ in. between
figures.

The Registered Numbers will be preceded by the distinguishing National Letter of similar dimensions. National Letter for the United States is US.

Bar dividing Class Mark and Numbers to be $1/8$ in. thick.

M
Example:
US1850

Owner's Racing Flag:- 2 in. x $1-1/2$ in. approximately.

Effectivity of rule: The IMYRU M Class Rule will replace the present AMYA 50-800 Class Rule on January 1, 1979, with the exception of Sections 7b and 16. Sections 7b and 16 become effective on January 1, 1982. Until January 1, 1982, 7b shall read "The greatest diameter of masts and spars is limited to one inch (1.00)".

1978 Summer #32

Rod Carr argued no on both motions.

- 50/800 #1 REPLACE THE PRESENT AMYA 50/800 CLASS RULE WITH THE IMYRU "M" CLASS (MARBLE-HEAD) RULE. (THE RULE WAS PRESENTED IN THE SPRING ISSUE IN ITS ENTIRETY)
- COMMENT: Our rules are superior to the out-dated formats of the IMYRU Rules. We have more experience in R/C yachting than anyone and ought to stick by it. Requiring smaller numberals as 50/800 #1 does, is an example of stepping backward. We know that even 3" numberals are hard to see on a crowded starting line. I say, "VOTE NO on 50/800 #1.
- SIGNED: RODERICK A. CARR, AMYA #2
- 50/800 #2 INTRODUCE THE FOLLOWING MODEL YACHT REGISTRATION PROCEDURE FOR THE 50/800 CLASS. (SAMPLE REGISTRATION FORMS WERE INCLUDED IN THE SPRING QUARTERLY)
- COMMENT The key here is the phrase, "as long as the boat is not modified". What does that mean? Is a coat of paint a modification, a new rudder, a new mast-head crane? No, the certificate idea is an out-moded way of avoiding on-site measurement. I, for one, want me and my competitors measured as they race - still wet, if I can arrange it. I also am sure that, since we cannot find more R/C yachting columnists, nor even more than one nominee for AMYA President, we will have a damned hard time developing "measurers". It just won't happen. Vote NO on 50/800 #2. A vote of anything else will open the door to all the sneaky tricks that can be ignored if a boat is measured and then sailed.
- SIGNED: RODERICK A. CARR, AMYA #2

This year's AMYA ballot contains a 50/800 class rule and a boat registration proposal that are of major interest to class members. Passage of these proposals is necessary if AMYA is to become an effective member of IMYRU. However, passage of these proposals will not guarantee IMYRU membership. I strongly suggest that all class members carefully review the two motions in the spring Quarterly and vote on them.

The issue of main concern to 50/800 class members is whether we will retain our present rule or accept the international version. If AMYA members are to compete in international regattas without being at a disadvantage, we must use the same rule as the rest of the world. Our present rule controls the critical factors affecting speed and has produced a vigorous, competitive class of boats. A rule change is necessary only if you believe that AMYA members should participate in International Regattas and the IMYRU. Otherwise, our present rule is completely acceptable.

1978 Fall #33

Both motions failed

- 50/800 #1 - Adopting IMYRU rules - FAILED (64/105)
- 50/800 #2 - Adopting IMYRU registration procedures - FAILED (68/102)

1978 Winter #34

Several interesting observations can be made. In the lighter wind ranges, tall rigs were consistently up front. When the wind picked up, the lower rigs became competitive. The top three boats all used carbon fiber masts. These masts combine great stiffness and light weight. Unfortunately, their cost is still quite high.

The top four boats were of three different designs. First was Chuck Black sailing a modified Bingo. A new keel design incorporating a solid cast lead was used. Chuck showed that the Bingo is still competitive as long as it is properly constructed and an improved keel design used. Second and third place were taken by Magic Dragons with a modified keel. Fourth place was taken by a scratch built wood Warrior III.

50/800 sailors in the north who would like some sailing in winter should consider attending the Southern Divisional Championship in late February. This regatta usually draws a number of top notch skippers.

Tall rigs for light air, stronger wind lower rigs did better, top three used carbon masts!

IN THEORY.....BOB STERNE
VANCOUVER, B.C. MODEL YACHT CLUB

I thought I would look at the results of the Canadian Marblehead Championships, held here in Vancouver, on Sept. 2,3, 1978. This, to see if any conclusions could be drawn from the results concerning boat design. Even though a complete regatta report on this event is included with this issue, it is necessary to reproduce all of the results to make this article understandable. In addition, I have enclosed a set of results which show which boats did well on Saturday (winds 8 - 12 MPH) and Sunday (winds 0 - 3 MPH). It will be necessary to refer to the final sheet to determine the name of the skipper as space would not permit them with the charts.

SATURDAY (Moderate winds)		SUNDAY (Light winds)	
#1680	6.0 pts.	#116	5.7 pts.
1677	14.0 pts.	1073	12.0 pts.
5	20.3 pts.	177	14.4 pts.
177	24.0 "	138	18.9 "
1687	44.1 "	141	21.7 "
143	49.8 "	117	24.8 "
1057	60.7	137	27.4
116	63.4	142	30.4
142	64.1	5	30.8
141	64.7	1677	31.1

The following table shows a variety of measurements taken from all of the boats. In each category the legend for the numbers is as follows:

FIRST NUMBER = NUMBER OF BOATS ENTERED
SECOND NUMBER = NUMBER OF BOATS FINISHING IN TOP HALF OF FLEET
THIRD NUMBER = NUMBER OF BOATS IN TOP FIVE SPOTS, BOTH DAYS TOTAL

TABLE TWO:

NUMBER OF SAIL RIGS	HEIGHT OF TALLEST RIG	AREA OF JIB	MAST POSITION FROM BOW
3 rigs 4-3-2	80" and over 3-3-2	50% 1-1-0	26-27" 6-3-2
2 rigs 13-7-2	77-80" 19-10-3	44-45% 8-3-3	25-26" 6-3-0
1 rig 12-4-1	70-77" 6-1-0	40-43% 17-9-1	23-24" 6-1-0
	60" 1-0-0	under 40% 3-1-1	22-23" 6-5-3
			21-22" 4-2-0
			under 20" 1-0-0

DISPLACEMENT	WATERLINE LENGTH	BEAM	NUMBER OF RADIO CHANNELS
12-13 lbs. 2-2-0	50" 14-7-3	9.5 - 9.9 12-6-2	4 Ch. 4-4-2
13-14 " 6-3-0	49" 1-0-0	10-10.5 11-3-0	3 Ch. 9-5-1
14-15 " 4-2-1	48" 10-4-1	10.5-11" 5-5-3	2 Ch. 16-5-2
15-16 " 8-4-3	47" 2-2-1	12.3 1-0-0	
16-17 " 5-2-1	45" 1-0-0		
	42" 1-1-0		

DRAFT	USE OF EXTRA CHANNELS
16.5" 15-9-3	JIB TRIM 7-6-3
15.5 6-3-2	BACKSTAY 7-6-3
15.0 1-0-0	TWITCHER 4-2-0
14.5 2-0-0	MAIN TRIM 1-1-0
14.0 2-2-0	
13.0 2-0-0	
11.5 1-0-0	

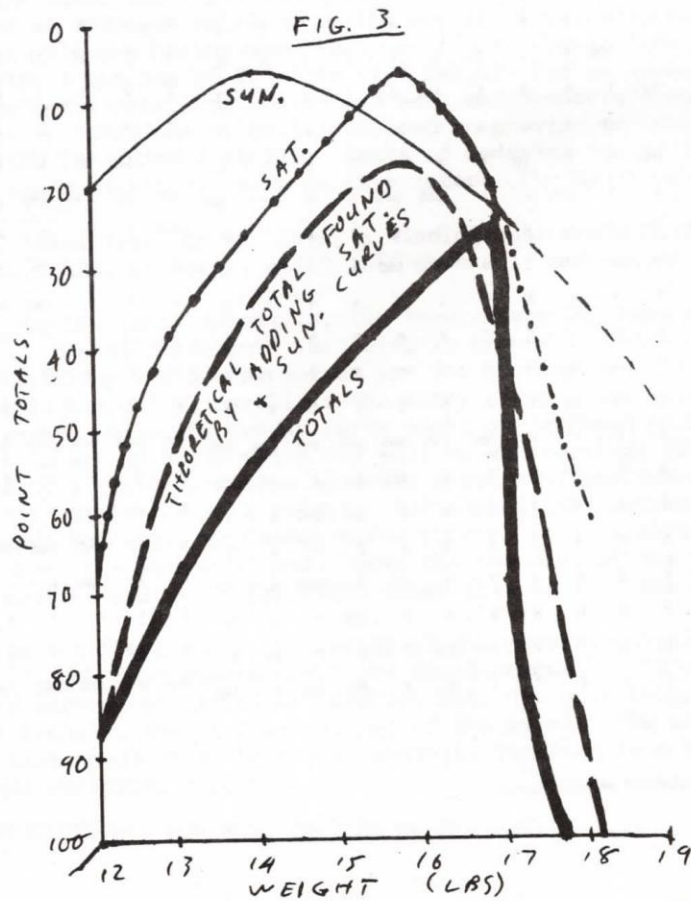
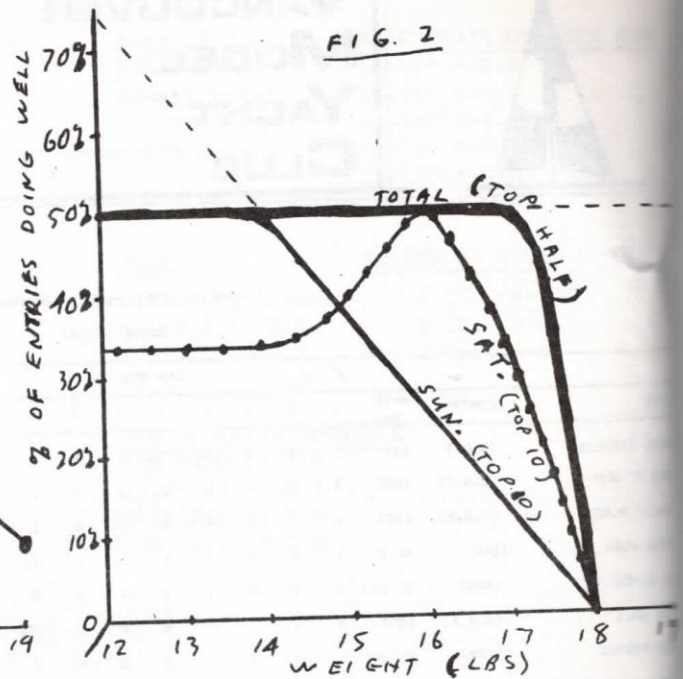
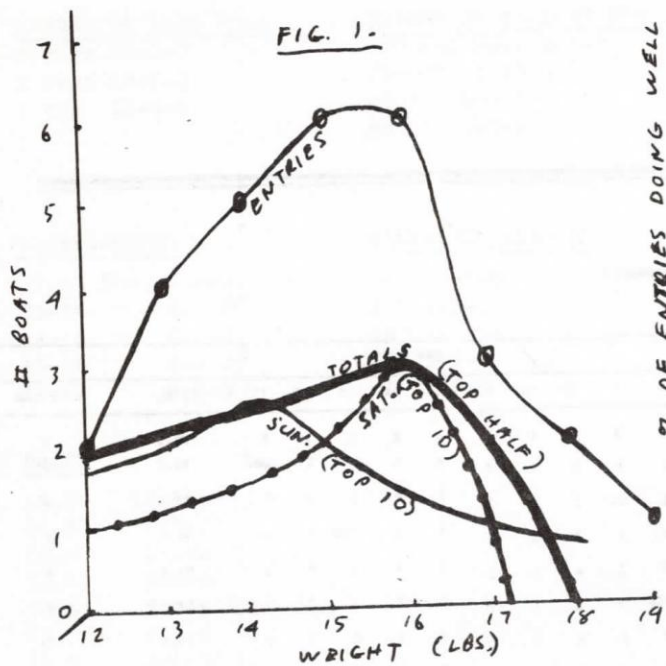
By examining the items above and those that follow, one at a time, we find that the majority followed the law of averages relative to the number of entries, with a few minor exceptions. It would appear that skippers having more than one rig to choose from did better, and those having a tall rig with a minimum of 72" luff (77" height) had an advantage. The jib area and placement of the mast, waterline length and beam measurements resulted in no conclusive results. The number of functions controlled seemed to provide an advantage BUT, TWO OF THE TOP FIVE BOATS CARRIED TWO CHANNEL RADIOS! Boats of moderate (14-17 lbs) weight did the best over the two days, taken together. More on this later. The draft of the model is, obviously, critical!

In conclusion, taken over the two days, a winning boat would have a deep draft, at least two rigs (one of which has, at least, a 72" luff mainsail, and weighs between fourteen and seventeen pounds.

In looking at the two days separately, the results are the same as the combined data, with the exception of the displacement. Referring to figure 1, which shows the number of boats versus weight, the Saturday and Sunday curves are for the top ten. The total curve represents the top halfand, basically, parallels the entry curve. The Saturday curve peaks at sixteen pounds, however, while the Sunday curve peaks at fourteen pounds. Figure two is a graph showing the number of boats which did well vs a percentage of the boats entered, vs displacement (actually a better and more accurate measure of performance) which takes into account the number of entries of each weight. Notice that the Saturday curve still has a peak at sixteen pounds but that the Sunday curve appears to be a straight line, showing that the lighter a boat was, the better it did. Over the two days of the regatta, however, the law of averages prevailed and the TOTAL CURVE shows that half of the boats of any given displacement did well.

Figure three is a different way of looking at the results and plots the point totals of the best skippers of each boat displacement vs. displacement. Saturday's curve peaks at Bob DeBow, and Sunday's curve peaks at Allan Gardner, but, the only skipper who was "on the curve" both days was Neil Bennell, the eventual winner of the event. The curve marked "THEORETICAL" gives the results that should have happened, overall, starting from the Saturday baseline and adding Sunday. WHAT HAPPENED, BOB?????

MY PERSONAL CONCLUSIONS, FOR WHAT THEY'RE WORTH, ARE:



NOTE

ALL CURVES
FAIRED WHERE
NECESSARY,
IN SOME CASE
CONSIDERABLY.

C.M.C.
'78

P-12

SAIL NO.	DESIGN NAME	DESIGN	SKIPPER	RIG HEIGHTS ()=Storm	JIB AREA %	LWL approx:	MAST POS'N	MAX BEAM	DRAFT	WEIGHT lbs/oz.	# CH	RADIO USE OF EXTRAS
5	EPIC	U.S.	CAN.	78"	44	48	27	9.8	15.5	15/3	2	--
111	BAMBI	G.B.	CAN.	70"	33	50	19.5	10.5	13.0	17/12	2	--
116	EPIC	U.S.	CAN.	78" 77"	41	47	27	9.8	15.5	14/0	3	J
117	EPIC	U.S.	CAN.	80" 74"	40	47	26.5	9.7	15.5	14/1	3	J
120	BINGO	U.S.	CAN.	71"	42	49	23.5	10.0	16.5	15/4	2	--
137	KOKANEE	CAN.	CAN.	77" 65"	41	50	22	10.0	16.5	13/10	2	--
138	DAREDEVIL	G.B.	CAN.	77"	41	42	23.5	11.0	16.5	12/2	2	--
141	KISUTCH	CAN.	CAN.	78"64"(49)	41	48	25.5	9.5	16.5	13/3	3	T or M
142	KISUTCH	CAN.	CAN.	78" 64"	41	48	25.5	9.5	16.5	13/2	3	T
143	KISUTCH	CAN.	CAN.	78" 64"	41	48	25.5	9.5	16.5	12/6	2	--
145	KISUTCH	CAN.	CAN.	78" 64"	41	48	25.5	9.5	16.5	13/3	3	T
177	MAGIC DRAGON	U.S.	AUS.	83"75"62"	45	50	23	11.0	16.5	16/11	4	J & B
315	BAMBI	G.B.	CAN.	67" 78"	44	50	21	10.5	13.0	19/7	2	--
780	SOLING	U.S.	U.S.	60"	37	45	21.5	12.3	11.5	18/4	2	--
814	KISUTCH	CAN.	CAN.	78" 64"	41	48	25.5	9.5	16.5	13/5	3	T
1057	BINGO	U.S.	U.S.	71"	50	50	21.5	10.0	14.0	15/14	4	J & B
1073	BINGO	U.S.	U.S.	78"	43	50	21	10.0	14.0	17/1	3	B
1128	SAILPLANE	G.B.	CAN.	79"	43	48	22	10.5	14.5	15/2	2	--
1155	EPIC	U.S.	U.S.	77"	44	48	26.5	9.8	15.5	16/3	2	--
1358	KOKANEE	CAN.	CAN.	78" 64"	41	50	22	10.0	16.5	13/11	2	--
1390	BLOODAXE	G.B.	CAN.	77"71"85"	42	50	25	9.7	14.5	14/2	3	J
1490	EPIC	U.S.	U.S.	77"	44	48	26.5	9.8	15.5	15/8	2	--
1518	EPIC	U.S.	U.S.	68" 78"	44	48	27	9.9	15.5	16/11	2	--
1677	MAGIC DRAGON	U.S.	U.S.	84" 75"	45	50	22.5	11.0	16.5	15/12	4	J & B
1679	OWN DESIGN	U.S.	U.S.	74" 75"	42	50	24	10.0	16.5	14/14	2	--
1680	MAGIC DRAGON	U.S.	U.S.	73"66"77"	37	50	23	11.0	16.5	15/13	2	--
1686	ORION	U.S.	U.S.	76"	45	50	22	10.0	15.0	15/6	2	--
1687	MAGIC DRAGON	U.S.	U.S.	79" 68"	43	50	21.5	11.0	16.5	16/2	4	J & B
1707	MAGIC DRAGON	U.S.	U.S.	75"	43	50	23.5	10.5	16.5	16/2	3	B

1. Draft should be approximately 16".
2. Two, or better yet, three rigs should be available, with the actual size tailored to the weight (stiffness) of the boat.
3. One of the rigs should be between 68" and 74" luff, again the size dictated by the amount of ballast carried. The second rig should be between 56" and a 62" luff (i.e., about a foot shorter) and the third rig (if desired) would be an 80" or 81" luff (maximum allowable height).
4. The amount of lead carried depends upon the prevailing wind conditions of the area in which you sail, or more precisely, in which you race. A practical minimum seems to be around seven pounds and a maximum around ten. A lighter bulb would be an advantage when encountering really light airs, but, I feel that a seven pound bulb is a good compromise. I also believe that the boat with a seven pound lead still stands a good chance to windward, even in a blow, providing the skipper has the experience to change rigs as required. On the other hand, I don't feel that the heavier boats are really competitive in really light winds. It's a simple matter of power to weight! Remember that the winds on Saturday were just enough to overpower the lightweights, carrying their tall rigs, to windward but not to let them plane on either a reach or run.

1980 Winter #38

MORE 50/800...

Nelson MK2, Santa Cruz 50, the Dolphin, and other scratch built models. Since the ACCR in July there are two more ready to sail with the best. They are; John Amen's 'NELLIE'-- which incorporates features of both the Santa Cruz 50 and the Nelson MK 2 and Terry Allen's TOAD which seemingly refined the lines of the P-50. Both models did exceedingly well in the last big 50/800 regatta of the season --SCRS #4 -- by taking 1 - 2 - 3. Well, you might say, "what does this all mean to me?" You are part and parcel of very creative, dynamic and competitive group. In competition they stand up well against the best -- in the U.S.A. or anywhere!!

Ideas and changes??? For starters there are two ideas I would like to throw out as feelers. They aren't mine but I lean in favor of them. First, establish a simple but thorough measurement certificate for each model. This would help to ease the monumental task of measuring most, but not all, models that enter ACCR's and divisional championship regatta. Second, most of us are relatively new in the class, but did you know that this class is basically the M Class (Marblehead) ---created, designed and sailed as a vane model out of Marblehead

Mass? Many of our members can recall the vane days -- Standley Goodwin, Alvin Smith Bud Salika, George Bersuch, etc. I myself respect the fact that the m Class is an American idea and that the class was so well liked in the international circle of model yachting that the international modelers adopted it as such, and it has grown unbelievably throughout the years. In the beginning, the AMYA incorporated the basic M Class specifications and called it the 50/800 Class. Now in order for us to sail internationally it would require that we recognize and accept the M Class specifications. yes I know, this could stir up a hornet's nest, but it really isn't that much of a change. If you'll look around -- even now-- you'll recognize that a large number of the 50/800 models already meet the M Class specifications. Enough said on measurement certificates and the M Class specifications. But please, take a moment and let me know how you feel, whether the comments are positive or negative. I respect your thoughts and most of all I would like comprehensive dialogue. I'll sign off for now but let's hear from all of you, whether it be sailing, rules, regatta procedures, construction, administrative screw ups, etc., you name it - give it to me. See you on the starting line! ☐

1980 Spring #39

Once again a motion to adopt IMYRU M class rule

MOTION AFFECTING 50/800 CLASS

Replace the present AMYA 50/800 Class Specifications with International Marblehead (M) Class Specifications.

M-
58

Comments: The story of the rapid increase in popularity of the 50/800 Class since 1971 reads "like a dream". Actually this class is an American idea that was conceived by Roy F. Clough of Marblehead, Mass., in 1930. The model since its beginning, was limited to 50 inches overall with 800 square inches of sail area. This was just the model the average American model yachtsman wanted. It limited the length so that a model would be more conveniently transported. The sail area was small but large enough to allow a hull that could obtain good speed. So rapidly did this model become popular that it was not long before it was adopted by the international model yachting community. It became an international class in 1937, and was called the Marblehead (M) Class. Since its adaption to radio control by the AMYA the class has taken on new life and is undoubtedly the most popular class of racing sail models in the world. With the advent of the AMYA in 1970, powers to be recognized the potential of the M Class, but decided to take a very popular American model and abbreviate the established M Class specifications to what we use today. Admittedly we have used this set of class specifications rather successfully, but there are so many parts of the specifications that have been so abbreviated that almost any interpretation can be made and eventually tried. All of the models which have won the ACCRs met the Marblehead (M) Class Specifications with the exception of the Soling which won the 1971 and 1972 ACCRs. The only real exception was the lack of a bow bumper and that may be added to any model by the use of weather stripping with adhesive on only one side. These models were the LJ-50, BINGO, WARRIOR series, EPIC, ORION, and NELSON Mk II. Some say there would be too many changes to bring our models in line with the M Class specifications, but this just isn't true. The adoption of the international M Class specifications set forth in this motion will bring the world's 50/800 and M class into uniformity, therefore we can advance, develop and grow together instead of taking diverging courses. I highly recommend that we adopt the proposal as set forth herein. Instead of continuing with the abbreviated set of class specifications 19

we are now using, let's adopt the specifications of a model which was born in the United States, won the hearts of the modeling community, and became the world's proudest and most exciting class.

Signed: Chuck Black #78

Second: Standley Goodwin, Andy Littlejohn, Tom Protheroe, Bob DeBow, Rich Matt, Don Prough, Terry Allen, Byron Sansom, John Amen

INTERNATIONAL "M" CLASS (MARBLEHEAD 50-800 CLASS)

1. OVERALL LENGTH

- (a) Overall length of hull fifty inches (50 ins.)
- (b) One quarter of an inch (0.25") in excess of, or less than, 50 inch overall measurement allowed.
- (c) Bumpers are limited to one-half inch (0.50") overhang. Bumpers are in no case to be included in overall measurement, whether built in, recessed, or otherwise attached to the hull.

2. SAIL AREA

- (a) Sail area (excepting spinnaker) not to exceed eight hundred square inches (800 sq. in.)

3. UNITS OF MEASUREMENT

All measurements shall be taken and recorded as follows:

- (a) Linear: Inches and decimal fractions of an inch.
- (b) Areas: Square inches and decimal fractions of a square inch
Calculated to 3 places and corrected to 2 places of decimals.

Conversion Figures

1cm	=0.394 inch	1 inch	=2.54 cm
1cm ²	=0.155 sq. in.	1 sq. in.	=6.45 cm ²
1cm ³	=0.061 cub. in.	1 cub. in.	=16.387 cm ³
1kg	=2.205 lb.	1 lb.	=0.454 kg

4. PROHIBITED

- (a) Movable keels, Centre-boards, Lee-boards, Bilge-boards.
- (b) Bowsprits, Overhanging rudders
- (c) Movable or shifting ballast.
- (d) Outriggers, Pontoons, Twin Hulls, "Tunnel" Hulls
- (e) To change rudders during a race or series of races, except in bona fide cases of damage to the original rudder.
- (f) Weight of lead ballast SHALL NOT be changed during a race or series of races.

5. UNRESTRICTED

- (a) There are no restrictions on Beam, Tumble-home, Freeboard, Draft, Load water line length, Displacement, Scantlings, Materials (except where provided elsewhere in these rules).
- (b) An alteration in displacement, other than by a change of internal ballast, does not, OF ITSELF, render a certificate invalid.

6. RIGS

- (a) Bermudan, Marconi or jib-headed mainsail, Gaff, Gunter, Wishbone, etc. may be used.
- (b) Not more than 3 alternative rigs are allowed, provided the total sail area of each does not exceed 800 square inches. The sails of each rig must be clearly marked, A, B, or C.
- (c) A rig is defined as any number suits of sails, the largest of which shall not exceed 800 square inches. The dimensions of this suit shall be recorded on the Measurement Certificate. If any dimension of any remaining suits is greater than that of the largest suit, then these suits shall be recorded as alternative rigs.
- (d) The maximum height of rig, measured from the deck to the lower edge of the headboard or eye, shall be 85 inches.
- (e) The height above deck of the jib-stay of any suit of each alternative rig shall not exceed eighty per cent (80%) of the height above deck of the lower edge of the headboard or eye of the largest mainsail of that rig. The height of the jibstay is defined as the point where the line of the jib luff intersects the front of the mast.

7. MASTS AND SPARS

- (a) There shall be no limit to height of mast.
- (b) The greatest diameter of masts and spars is limited to three-quarters of an inch (0.75")
- (c) There are no restrictions on material, weight, or section and no extra measurements are entailed where not round.
- (d) Hollow masts and spars are allowed.
- (e) Permanently bent masts and spars, Rotating and Bipod masts are allowed.
- (f) Masts and spars not to be included in sail area measurement.

8. TRIANGULAR MAINSAIL MEASUREMENT

- (a) Luff - A. Measured from bottom edge of the sail to the lower edge of the headboard or eye.
- (b) Diagonal - B. Measured from the after edge of the sail (clew) to the nearest point at the Luff.
(Pocketed or double luffed) Diagonal - B. Measured from the after edge of the sail (clew) to the forward side of the mast when the clew is fully extended along the boom.

9. JIB OR HEADSAIL MEASUREMENT

- (a) Luff - Q. Measured from bottom edge of the sail to lower edge of headboard or eye.
- (b) Diagonal - R. Measured from after edge of sail (clew) to the nearest point at the Luff

10. CALCULATION OF SAIL AREA

- (a) Triangular Mainsail (or Sliding Gunter with head in same straight line as the mast) Multiply A by B and divide by two (2)
- (b) Jib or Headsail Multiply Q by R and divide by two (2)

11. ROACH OF SAILS

- (a) The width of the roach shall not exceed two (2) inches, measured from the after edge of the sail to a line from the lower corner of the sail (clew) to either the outer edge of the head board or to the centre of eye at the head of the sail where there is no headboard.
- (b) Rounded foot of loose footed sail is not measured, but shall not exceed one inch (1")

12. BATTEN LIMITS

- (a) Battens in mainsail shall not exceed four in number and shall divide the leech into approximately equal parts. Battens not to exceed four (4) inches in length.
- (b) Battens in headsail shall not exceed three in number and shall divide the leech into approximately equal parts. Battens not to exceed two (2) inches in length.

13. HEADBOARDS

- (a) Headboards shall not exceed three quarters of an inch (0.75") across the lower edge. This shall be measured between the edge of the sail it supports along the line of the lower edge of the headboard. This includes headsails, mainsails and spinnakers.
- (b) Only sail material may be used for tablings in the head, tack, or clew of any sail.

14. SAILS BOUNDED BY CURVED EDGES

- (a) If, when the sail is set, the mast, spar, or jibstay is intentionally bent, or curved by any means, and additional area obtained in this manner shall be measured as a bow and added to the area of the sail.
- (b) The Base - O shall be multiplied by two-thirds (0.66) of the Perpendicular - P

15. SPINNAKER AND SPINNAKER BOOM

- (a) The maximum spinnaker hoist for any rig shall be 68 inches.
- (b) Spinnaker boom not to exceed fifteen (15) inches in length, measured from centre of mast to outer end of boom.

16. DISTINGUISHING MARKS

Sizes:- Class Mark:- Height 1 in., Thickness $\frac{1}{4}$ in.
Registered Numbers:- Height $2\frac{1}{2}$ ", Width $1\frac{3}{4}$ in.
Thickness $\frac{3}{8}$ in.
Spaced $\frac{1}{2}$ in. between figures.

The registered Numbers will be preceded by the distinguishing National Letter of similar dimensions.
Bar dividing Class Mark and Numbers to be $\frac{1}{3}$ in. thick.

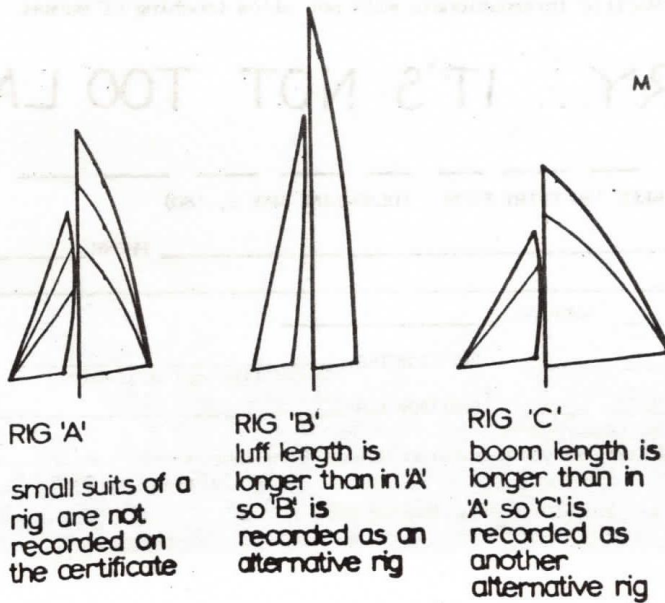
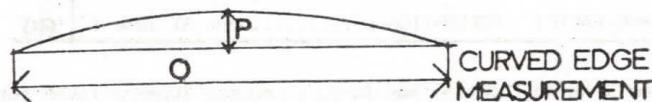
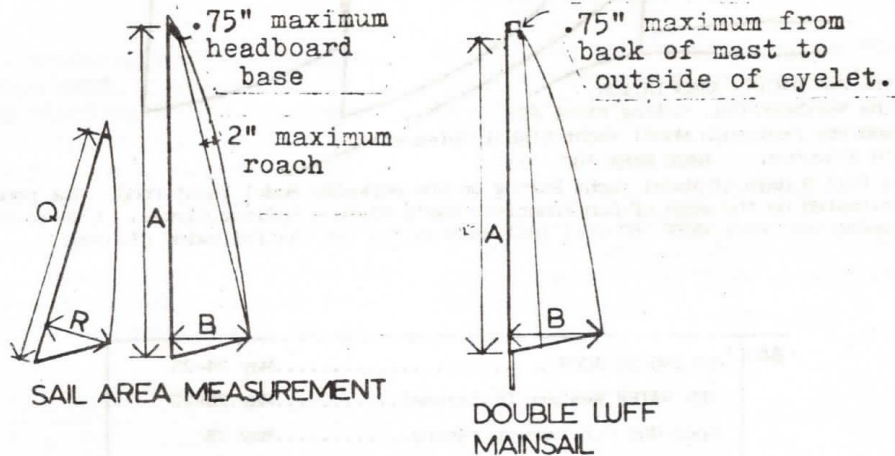
Example: $\frac{M}{K1850}$

Owner's Racing Flag:- 2 in. x $1\frac{1}{2}$ in. approximately

APPENDIX RM CLASS

The forgoing Rating Rules apply to Radio Controlled "M" Class yachts in all respects.

Note: The provisions of paragraphs 7b and 16 are optional until 1 November 1982, except for those participating in international championship regattas. During the interim, the present AMYA rule will apply. Effective 1 November 1982, all of this rule then current will apply.



50/800 CLASS ... opinion

By Bill Webb

I think it's time to take a good look at our number one development class, the 50/800! Over the past two years and especially the last year, it's all but impossible for the average builder/buyer to keep up with what's new.

At the '79 ACCR, Paul Black sailed to an impressive victory with a newly designed boat by Neilson, (please forgive me, I am not sure who or what Neilson is... or even the correct spelling.) At any rate a few short months later at the San Diego pond in December the 50/800's assembled again and to my shock, there were three or four newly designed hulls which out-dated the Neilson. Terry Allen, who lost the event by a fluke, sailed his new boat called the "Toad". (see pictures in issue No. 38).

The question comes up... are the new designs better or faster, or are the top skippers just sailing the new designs? I really don't care to get into this issue, who cares! The important fact is that nearly every skipper

feels he must have the new design to stay competitive. However, by the time one buys a boat, builds it and gets to sail it, it's out-dated.

Therefore, I suggest we develop a One-design 50/800 boat. We could have a One-of-a-kind regatta, where all entries would be of different designs, old or new. A team of judges could then evaluate the results with the purpose of selecting a boat for One-Design racing within the rules of the International 50/800 Class by lines. The product of this would be a boat which would stay in tune with time and at the same time allow entry into any 50/800 event held locally, nationally or internationally.

This in no way would omit the 50/800 skippers from further development. But would assure a class for those who do not have time or money to spend, in which to race, on a competitive basis. I welcome any comments to the above and will publish them in the next issue of the quarterly. ☐

Proposal to establish an 50/800 one-design class because the race for the latest design is too costly for most skippers

That is, the skipper is tested for his (or her) ability to control the yacht and knowledge of racing rules and execution of racing tactics to the best of his (or her) ability.

ALL BOATS BEING EQUAL

Wet sanding of the hull, application of super slick compounds and motors do nothing but afford the skippers an unfair advantage and will not be tolerated at any contest where the Magnum One-design yacht is raced

If at anytime you have questions concerning the Magnum one-design yacht, please feel free to give me a call. I'll either have the answer for you or I'll call a meeting of the Technical Committee to resolve any problems that might come up. □

50/800 CLASS

By Chuck Black

Skippers have spent a rather uneventful winter conversing about various aspects of the class and now that Spring has almost sprung, most are anxiously looking forward to getting back on the pond. For many this will be an exciting moment as you launch your winter's effort, but for the majority it will be nothing more than putting "Olde Sally" back in the water. I ask you—does it really have to be this way??? How well have you prepared your old model for this year's racing??? I know that many innovations have been incorporated into the latest creations, and many of them could have been used with the older models to possibly improve their overall performance. For instance: decreasing the waterline entry, sharpening the departure around the quarter section, and making various changes to the keel fin and bulb are but a few ideas that have been made or designed into new models. For example, in 1978 Bob DeBow took an old BINGO hull and modified the bow and quarter section, installed an updated keel, and the model took first place in the SCRS #4. As you sail at various regattas throughout the year, take note on how certain models do in various wind conditions. Note the good and bad points of each model and if the creator is willing to talk about the "whys and wherefores" get him to tell you about it. Most skippers in the class are

not only interested in winning but promoting the class and R/C modeling in general.

The new CRC is out!!! Have you taken time to read it??? Bob DeBow and his faithful staff have spent many thankless hours in preparing this document—the AMYA Constitution, Regulations & Class Specifications or the blue book. Believe me, it is power packed and will answer many of the questions you might have. WELL DONE, Bob.

New blue book of rules

As I mentioned in a previous paragraph the sailing season is about on us and the racing schedule is awesome—at least for the westerners. I would like to suggest that if you haven't already done so, check the readiness of your model for the sailing season. Does your rudder turn freely—are there any weak points or excessive wear in the rudder's linear linkage—have you lubricated all pivoting joints—are the swivel turnbuckles frozen—has electrolysis setup in any of the brass fittings—have you renewed ALL sheeting—have you had your R/C equipment checked for alignment and power output (both are very important and could save you some embarrassment and possible criticism)—have you checked all R/C connectors to see if corrosion has set in (recommend TV or radio tuner cleaner NOT WD-40, which is very corrosive itself)—have you checked your sails for fraying and seam separation—you might gently wash your sails in a mild detergent solution but do NOT use an iron on the Dacron sailcloth. These are just a few checks, but it will be well worth it during the fast approaching sailing season.

I was very disappointed in the lack of response to my inquiries in the last NL. I hope this is NOT indicative of the class attitude on very important issues.

Information on the coming 50/800 ACCR is available elsewhere in this issue of the NL. If you have any questions please contact John Davis, P.O. Box-8, Des Moines, Iowa, 50301.

Also please note that the 50/800 Western Divisional Championship Regatta will be hosted by the San Diego Argonauts on 12-13 July. Hope to see you there.

□

MORE REPORTS →



Dear Editor:

I read your article "The 50/800 Class Opinion" about the 5800-1 design class you are proposing. I thought I might submit a reply of sorts since as you know, I am very active in the 5800 class; sailing in the Midwest Racing Series and in at least two ACCR's.

After reading your article, my initial comment was "we already have a 50/800 one design class". As you know, the folding 50/800 was at one time a boat competitive in the 50/800 class, but as the class developed the soling became out-designed and therefore the skippers who owned soling 50/800's decided to form their own 50/800 one design class. The Soling fits into the class requirements of the 50/800 Class and the skipper who owns such a boat can enter into any 50/800 event he wishes to enter into. Unfortunately, in most circumstances, the Soling will be outsailed by any of the current 50/800 designs.

What you are really suggesting is that you have a 50/800 one design class of a design which is more competitive than the Soling. I feel doing that will ultimately place the one design boat in the same relative position that the Soling is today. Anytime you take a developmental class boat and lock design so that no other changes can be made, what's going to happen is that you are going to end up with a class that may be marginally competitive for a year or two in the open design fleet of the same class, but then will ultimately be non-competitive in open design class events. And in the meantime, you have then created a third group of 50/800 sailors who no longer sail in the true 50/800 open design class.

My own feelings are that if you are attracted to the 50/800 then get into the Soling

one design class. It is an established class, the boats are readily available, and they are fine sailing boats, in their own one design class.

The other point I would like to make is that the experiences encountered in the Southern California racing series are in no way atypical of the racing that is occurring around the country. There is little doubt, I believe, in anybody's mind that Southern California Racing Series, the Midwest Racing Series, and the ACCR's are probably the three most competitive types of racing that occur in the 50/800 class in the country. Racing in those events is essentially equivalent to racing in the Grand Prix types of events in either automobile racing or big boat sailing. Yet many of the members of the AMYA never participate in either of these events and most of their sailing is done on the local ponds with local skippers. Consequently, they don't build a new boat every other year like many of the skippers who are active in the Southern Calif. or Midwest Racing Series events.

Last but not least, if we made the 50/800 Class a one design class, what would I do all winter?

Bob Borla

Here is my response to the article you wrote entitled: 50/800 Class....Opinion.

Bravo Bill Webb! You brought up a subject close to the heart of an awful lot of 50/800 skippers throughout the country. Not all of us are semi-retired with unlimited funds at our disposal, but we still love to sail R/C models while having a fair chance to place in a competitive event.

The boat of the month gang makes for fascinating reading but it also takes the wind out of one's sails when the time comes to sign up for the next ACCR held some 1000 miles away. Don't let anyone tell you that

being there and participating is all the fun...winning is nice too, and that is why we race!

Of course, some skippers are much better than others, so are designers, so are builders. But as Bill Webb wrote, this is not the point, and we agree.

The Soling 50 is a one-design which is hopelessly outclassed as a 50/800. It is also horrendously expensive. What is needed is an affordable boat featuring the latest design characteristics, available in short or full kit, with the strictest controls relative to OD status.

Some of you are bound to suggest that if one wants to sail one-design, one should investigate available alternatives such as the Magnum. Well, I have never even seen a Magnum in the four years I have been sailing R/C models around San Francisco. Besides, we are on the subject of 50/800 - Marbleheads. I am still thankful to Vancouver M.Y.C. for their article in issue 34. It contained valuable information compiled by Bob Sterne who did a superlative job. I drew easy conclusions from the article and subsequently purchased a new boat, brand X. It is a beautiful boat and I'm glad I own it. But from what I read between the lines in the Quarterly, I'm supposed to have retired it long ago. Not a particularly pleasant notion.

I am all for Bill Webb's idea. Let's kick it around seriously and come up with a solution soon.

John Verboom

Having just participated in the annual Helmsmen's Epics Only Regatta, it has occurred to me that we have in the Epic the basis for another fine one design boat in the fifty inch category. In 1978 the Soling 50 was made a one design class. As such, it has flourished and has kept a lot of good boats off the scrap pile.

I understand that close to three hundred

Epics have been built. Here, too, it would be counter productive for the hobby if these were relegated to the shelf by the newer "hot" machines constantly coming into the 50-800 development class. Therefore, I am proposing that the Epic become a one design boat. This would not prevent it from being sailed in the 5-800 open class with other 50 inch boats.

Initiating an Epic OD class would require that a technical committee be constituted to reconcile the various rig modifications that have appeared on many boats. I'd like to hear from some others on the subject of an Epic OD. Particularly welcome would be volunteers for a class organizer and a specifications committee.

As I noted in my Treasurer's Report, elsewhere in this issue, people are continually leaving our hobby after a year or two. I am certain that one reason is the regular obsolescence of boats in the development classes. Thus, it becomes necessary to continually build the newest design boat if one is to stay competitive. Organizing the out-classed boats into one design classes is a positive approach to keeping people in the model yacht racing hobby and sport.

Bob Cornell

This is written in reply to the questions raised in the Spring issue of our newsletter concerning the 50/800 class.

First let's consider the problem you discuss as to the number and frequency of the changes being made in the 50/800 Open Design. You suggest that there be a One-Design 50/800 boat. It would appear that we now have a one design class boat that very nearly meets this idea. I speak of the Soling One Design Class, to mention one. So, is a new one design really what we sailors want or is it the challenge of developing a boat that will out perform any other within the established rules governing that class. I feel that the success we have had in fostering model yacht

racing has been largely do to allowing our members to come forth with their own designs so long as they stay within the perimeters establish for that class yacht.

We all like to win and I can only imagine how one would feel being a winner using one of his own creations. At this time, I guess I'll just have to be satisfied trying to win with someone elses design, by trying to improve in areas where I have the skill and knowledge to do so.

This brings me to the second item submitted in the Spring issue of the newsletter. The International "M" Class.

I see nothing wrong in establishing the class specifications under AMYA Rules. It would seem that the machinery is in place under our constitution to do such, without the need to vote on it. I refer to Article V: Regulations and Article VII: item 7.1. The Association will recognize as official any class of yachts that is represented by twenty (20) valid owner registrations. So this brings up the following questions:

- A. Why Vote?
- B. Would boats now registrated under the 50/800 open design need to reregister under the "Marblehead" Class?
- C. Can't twenty or more sailors get together and establish the Marblehead Class without the need to put the question on the national ballot?
- D. Why replace the present 50/800 Open Design with the International "M" Class?
- E. When you have something going for you, why replace it?

With all due respect to the fine sailors who submitted this motion along with the comments supporting same, I would like to suggest that the word replace be changed to establish the International "M" Class Specification as additional guidelines for the 50/800 Class. It would seem possible that a sailor could sail under either class spec. The choice would be his to make.

Bob Girdley - AMYA #3213

Having designed a few 50/800 boats the past 8 years and tasting success and failure with them, I can feel your frustration, about sailing in the "open" type class. My only suggestion is to get into a real one design

class, not to start a one design in an established class.

The only true "one design", available to the public, is the Magnum Class, built by Matt Jacobson, here in Burbank, California. This boat is built to very rigid specifications; weight; hull; deck; mast; rig; and sails. In my way of thinking, this is the only way to go.

Andy Littlejohn

Many thanks on behalf of us down here for the issue of the C.R.C. and the Spring issue of the Q.N.L. No. 39. I must therefore also say thanks to the Speedy Printers for their packaging and delivery service.

No. 39 is a very good number with much good and valuable information in those pages.

This time I have to make a comment or have a little gripe at various times I have recommended, suggested, advised and directed a number of inquirers from around the States down here to the care and attention of some of the craftsmen that advertise their wares in the pages of the Q.N.L., for some reason they have not had too much success, perhaps, for the same reason, they have had no replies to their inquiries. One club member wished to buy 3 suits of sails for a 50/800 from one of the reputable sailmakers - no names - no pack drill - after several letters and a phone call and some three months we have a disappointed sailor and a cancelled or unfilled order. It seems as though it is not only the sailmakers that fail to reply to any correspondence, others in the field of model sailboat items seem to have the same fault. The sailing fraternity down here do not enjoy a ready availability of all the accessories that you have in the U.S.A., and for the newcomer to start in the hobby, he has to look to importing his wants/needs. So please could we get manufacturers to at least acknowledge any inquiries, it is very difficult to send a stamped and addressed envelope when there are no stamps!

Your suggestion for a One Design 50/800 is a good idea, but how much control can one exercise? For the past three years or so the Sydney M.Y.C. have been sailing a 50/800 of a particular design adopted by the club, although it is still the same design

Suggestion that a new class could be adopted the M Class (IMYRU) rule, boats that qualify could sail in either the AMYA 50/800 or IMYRU rule. A class vote is not needed to form a new IMYRU class, just 25 boats.

much modification and work has gone into this boat to continually improve it's performance, which it does. In short, the choice of yacht is the question, as it is, we have in the A.M.Y.A. at this stage two 50/800 one designs currently staging regattas, they are, as you know, the Soling which can compete against each other and can also enter into any 50/800 series, the other regatta started not so long ago was the Epic Only regatta. So there you have a good start for the One Design 50/800 group, all you need is the sailors, the boats you already have.

Max Lewis

this is accepted as a rule for all members of AMYA, it should be tried rather extensively by at least one club under the local rule concept. The participating Club(s) can then advise the remaining members of AMYA.

M-R-2 Motion to Change Rules and Procedures of the AMYA.

This motion recommends changing the racing rules to assess four points to a boat that fouls regardless of the type of foul.

Until recent years, in the larger boats, any foul, even touching a mark, was cause for disqualification. Then there was, and still

M-58 Motion Affecting 50/800

This motion recommends replacing the AMYA 50/800 Class specifications with International Marblehead (17) Class specifications.

My purely personal reactions are -
The 50/800 is a great class - now.
The 50/800 will probably grow.
The 50/800 specifications are simple and concise. The M Class specifications are not simple or concise (ref 6.(c)).
A change from 50/800 specs to M Class specs would not benefit me one bit.

I recommend this motion be rejected.

In summary - Racing rules always have been and probably always will be subject to much critical discussion. Any additions, deletions or changes of the racing rules should be undertaken only after serious testing. Especially is this true for a large organization. A small club can do almost anything and keep things under control. Not so with a large organization. I am sure that many of the member clubs of AMYA will volunteer to test any proposals. Hopefully the foregoing commentary will be taken in the spirit intended.

George Irving

I read your opinion column on the 50/800 one designs and agree that there is a need in this class where technology and finances are no longer the key to first places. This is not to put-down the 50/800 open class since this is where most of the new ideas and developments come from and we need that. But there is a large group out there that cannot devote the time or money to keep abreast of these developments. Consider the junior member who may be long on time and short on cash. It will be these younger people that keep AMYA alive, and we need to attract an increased membership in this area. If you

expose the average 15 year old to a \$500. boat, a 7 channel radio, 5 functions of control, etc., and tell him this is what he needs to win - you just closed the door on model sail boating!

Before you start on a one design group, you need to examine what you want to achieve. First of all, one design literally stops development. The ultimate one design would be bringing your boat to the lake but be required to sail someone else's boat and not feel inconvenienced or handicapped in any way. If the boats are almost identical, you start measuring sailing ability, not building techniques or the newest equipment wrinkle. Is this what the membership really wants?

Secondly, the fractionalization that has already taken place in the classes cannot be ignored. There are already 13 class secretaries and promotions for several more. To devote too deeply may do more harm than good. Ironically, there already is a 50/800 one design in the Soling class. If you develop another, you should look at some of the Soling Class problems so they are not duplicated.

1. The Soling was a fine boat in it's day, winning several ACCR's in the early '70s, but face it, it is not competitive in the current 50/800 class. It can only survive as a one design and any new class should have a hull that can be sailed as a one design but also function competitively in the 50/800 open class.

2. The Soling is about the most expensive boat kit available and is probably out of the reach or interest level of many of the potential new skippers. A new 50/800 boat must be available at a reasonable cost for the new skipper that wants to try sailing, but isn't committed to a major investment.

3. As is indicated in the same QNL (39) as your article, the Soling group is suffering

THE EASY WAY

from the modifications that have made it no longer a true one design group. Example- wood decks, carbon fiber masts, and modified or alternate keels, etc.

Another classic One Design problem can be demonstrated by the club that bought nine 36/600 boats with the idea of having a one design group locally, and developing it into races with other clubs. Before they even had the boats all finished, the manufacturer was allowing major changes, which undoubtedly helped sell boats, but really shot down the one design concept.

My opinion (strictly personal) is that we need a boat on the following parameters:

1. A fiberglass hull of the fin and bulb type. (ei: - Epic, Warrior, Eclipse, whatever). By having a separate keel or alternate sail rig, these boats are still very competitive in the open 50/800 class.
2. A boat available in all stages of construction. Hull only if desired and components such as keel, rudder, lead weight, sails, hardware, etc., all available separately. Even the more capable scratch builder may want to purchase the lead weight and build the rest. It also needs to be available as a full kit for the individual that does not want to make parts but would assemble a kit.
3. It should have a MINIMUM weight of 16 lbs. (Possibly 17). Anyone can build a heavy boat. Handicap the master builder so the boats stay within 1-2 lbs. of each other and let the better builder concentrate on getting the weight distributed to the maximum advantage. If the boat is built for dual racing in the 50/800 open class, simply add lead sinkers as ballast for the one design racing.
4. Leave the deck material open - wood, plastic, kit deck, since the weight factor in #3 controls this.
5. The mast should be of wood only. This allows the junior to plane down a piece of fir into a good mast if he will spend the time. The cost could be zero. For those that want to get elaborate, let them build a tapered hollow wooden mast. It isn't that hard, but doesn't help much either.
6. One sail plan only of medium aspect for the one design class.
7. A good set of drawings detailing all dimensions, locations, and options. This is required so that scratch builders conform to the kit and class dimensions.
8. A maximum of 2 channels for the radio and no mechanical devices. (This will be unpopular) This keeps the cost down as radio's are

available for under \$100. It could also force the better skipper to start paying attention to his sails and rigging again instead of playing with the backstay tension and jib trim servos.

Now we have created a pretty drab and Ho-Hum boat, but what does it do for us?

First of all, it could give us a class where the lower cost factor could open the door to a whole bunch of "non-members" that would like to race competitively. Secondly, rigidly controlled specifications for no deviation. Thirdly, a boat for both the builder and non-builder. Fourth, a stable design that should be usable as a class as well as the open 50/800.

There exists within AMYA the talent to make this happen, but the question is whether the desire is there. The class cannot succeed without the interest and support of the membership. You need enough people interested in comparing their sailing skills rather than their pocket books. If you have this interest, the next major problem is finding a manufacturer that will produce a boat and make it's parts available. This is even more important than the boat you select, because if it is not available, the class cannot develop.

One possibility would be for AMYA to purchase the EPIC molds and continue production as a one design hull. It is still a pretty competitive hull when Karl Tulp can take an otherwise stock Epic and with a 4" longer keel and take second place in the 50/800 Western Regionals this June. He was up against all the "new hot designs" and came in second to Terry Allen who could win with an empty milk carton, a popsicle stick and an old handkerchief. If AMYA controlled and classed this hull, it might be a lot easier to get one of the major manufacturers to consider producing the boat... An Alternate might be to have various members be responsible for certain components and let AMYA distribute the hull as a profit device to help pay for the quarterly. It would be easy to control hull registration and there are already enough Epics on the water to make one hell of a class.

Let me conclude by re-stating that a true One Design must be planned rather than happen and logical, well defined specifications are a must or the class will fall by the way side. The real question should be --- Do the members of AMYA really want a One Design 50/800 or are their hearts really in the developmental classes?

Lew Patterson



11.

Best Comment on One-designs: A good one-design must be planned rather than just happen.

MOTION AFFECTING 50/800 CLASS

Replace the present AMYA 50/800 Class Specifications with International Marblehead (M) Class Specifications.

M-
58

Comments: The story of the rapid increase in popularity of the 50/800 Class since 1971 reads "like a dream". Actually this class is an American idea that was conceived by Roy F. Clough of Marblehead, Mass., in 1930. The model since its beginning, was limited to 50 inches overall with 800 square inches of sail area. This was just the model the average American model yachtsman wanted. It limited the length so that a model would be more conveniently transported. The sail area was small but large enough to allow a hull that could obtain good speed. So rapidly did this model become popular that it was not long before it was adopted by the international model yachting community. It became an international class in 1937, and was called the Marblehead (M) Class. Since its adaption to radio control by the AMYA the class has taken on new life and is undoubtedly the most popular class of racing sail models in the world. With the advent of the AMYA in 1970, powers to be recognized the potential of the M Class, but decided to take a very popular American model and abbreviate the established M Class specifications to what we use today. Admittedly we have used this set of class specifications rather successfully, but there are so many parts of the specifications that have been so abbreviated that almost any interpretation can be made and eventually tried. All of the models which have won the ACCRs met the Marblehead (M) Class Specifications with the exception of the Soling which won the 1971 and 1972 ACCRs. The only real exception was the lack of a bow bumper and that may be added to any model by the use of weather stripping with adhesive on only one side. These models were the LJ-50, BINGO, WARRIOR series, EPIC, ORION, and NELSON Mk II. Some say there would be too many changes to bring our models in line with the M Class specifications, but this just isn't true. The adoption of the international M Class specifications set forth in this motion will bring the world's 50/800 and M class into uniformity, therefore we can advance, develop and grow together instead of taking diverging courses. I highly recommend that we adopt the proposal as set forth herein. Instead of continuing with the abbreviated set of class specifications!

Adopt the IMYRU Marblehead rule instead of the very abbreviated AMYA 50/800 rule.

we are now using, let's adopt the specifications of a model which was born in the United States, won the hearts of the modeling community, and became the world's proudest and most exciting class.

Signed: Chuck Black #78

Second: Standley Goodwin, Andy Littlejohn, Tom Protheroe, Bob DeBow, Rich Matt, Don Prough, Terry Allen, Byron Sansom, John Amen

INTERNATIONAL "M" CLASS (MARBLEHEAD 50-800 CLASS)

1. OVERALL LENGTH

- (a) Overall length of hull fifty inches (50 ins.)
- (b) One quarter of an inch (0.25") in excess of, or less than, 50 inch overall measurement allowed.
- (c) Bumpers are limited to one-half inch (0.50") overhang. Bumpers are in no case to be included in overall measurement, whether built in, recessed, or otherwise attached to the hull.

2. SAIL AREA

- (a) Sail area (excepting spinnaker) not to exceed eight hundred square inches (800 sq. in.)

3. UNITS OF MEASUREMENT

All measurements shall be taken and recorded as follows:

- (a) Linear: Inches and decimal fractions of an inch.
- (b) Areas: Square inches and decimal fractions of a square inch
Calculated to 3 places and corrected to 2 places of decimals.

Conversion Figures		
1cm	=0.394 inch	1 inch =2.54 cm
1cm ²	=0.155 sq. in.	1 sq. in. =6.45 cm ²
1cm ³	=0.061 cub. in.	1 cub. in. =16.387 cm ³
1kg	=2.205 lb.	1 lb. =0.454 kg

4. PROHIBITED

- (a) Movable keels, Centre-boards, Lee-boards, Bilge-boards.
- (b) Bowsprits, Overhanging rudders
- (c) Movable or shifting ballast.
- (d) Outriggers, Pontoons, Twin Hulls, "Tunnel" Hulls
- (e) To change rudders during a race or series of races, except in bona fide cases of damage to the original rudder.
- (f) Weight of lead ballast SHALL NOT be changed during a race or series of races.

5. UNRESTRICTED

- (a) There are no restrictions on Beam, Tumble-home, Freeboard, Draft, Load water line length, Displacement, Scantlings, Materials (except where provided elsewhere in these rules).
- (b) An alteration in displacement, other than by a change of internal ballast, does not, OF ITSELF, render a certificate invalid.

6. RIGS

- (a) Bermudan, Marconi or jib-headed mainsail, Gaff, Gunter, Wishbone, etc. may be used.
- (b) Not more than 3 alternative rigs are allowed, provided the total sail area of each does not exceed 800 square inches. The sails of each rig must be clearly marked, A, B, or C.
- (c) A rig is defined as any number suits of sails, the largest of which shall not exceed 800 square inches. The dimensions of this suit shall be recorded on the Measurement Certificate. If any dimension of any remaining suits is greater than that of the largest suit, then these suits shall be recorded as alternative rigs.
- (d) The maximum height of rig, measured from the deck to the lower edge of the headboard or eye, shall be 85 inches.
- (e) The height above deck of the jib-stay of any suit of each alternative rig shall not exceed eighty per cent (80%) of the height above deck of the lower edge of the headboard or eye of the largest mainsail of that rig. The height of the jibstay is defined as the point where the line of the jib luff intersects the front of the mast.

7. MASTS AND SPARS

- (a) There shall be no limit to height of mast.
- (b) The greatest diameter of masts and spars is limited to three-quarters of an inch (0.75")
- (c) There are no restrictions on material, weight, or section and no extra measurements are entailed where not round.
- (d) Hollow masts and spars are allowed.
- (e) Permanently bent masts and spars, Rotating and Bipod masts are allowed.
- (f) Masts and spars not to be included in sail area measurement.

8. TRIANGULAR MAINSAIL MEASUREMENT

- (a) Luff - A. Measured from bottom edge of the sail to the lower edge of the headboard or eye.
- (b) Diagonal - B. Measured from the after edge of the sail (clew) to the nearest point at the Luff.
(Pocketed or double luffed) Diagonal - B. Measured from the after edge of the sail (clew) to the forward side of the mast when the clew is fully extended along the boom.

9. JIB OR HEADSAIL MEASUREMENT

- (a) Luff - Q. Measured from bottom edge of the sail to lower edge of headboard or eye.
- (b) Diagonal - R. Measured from after edge of sail (clew) to the nearest point at the Luff

10. CALCULATION OF SAIL AREA

- (a) Triangular Mainsail (or Sliding Gunter with head in same straight line as the mast) Multiply A by B and divide by two (2)
- (b) Jib or Headsail Multiply Q by R and divide by two (2) ~~33~~.

11. ROACH OF SAILS

- (a) The width of the roach shall not exceed two (2) inches, measured from the after edge of the sail to a line from the lower corner of the sail (clew) to either the outer edge of the head board or to the centre of eye at the head of the sail where there is no headboard.
- (b) Rounded foot of loose footed sail is not measured, but shall not exceed one inch (1")

12. BATTEN LIMITS

- (a) Battens in mainsail shall not exceed four in number and shall divide the leech into approximately equal parts. Battens not to exceed four (4) inches in length.
- (b) Battens in headsail shall not exceed three in number and shall divide the leech into approximately equal parts. Battens not to exceed two (2) inches in length.

13. HEADBOARDS

- (a) Headboards shall not exceed three quarters of an inch (0.75") across the lower edge. This shall be measured between the edge of the sail it supports along the line of the lower edge of the headboard. This includes headsails, mainsails and spinnakers.
- (b) Only sail material may be used for tablings in the head, tack, or clew of any sail.

14. SAILS BOUNDED BY CURVED EDGES

- (a) If, when the sail is set, the mast, spar, or jibstay is intentionally bent, or curved by any means, and additional area obtained in this manner shall be measured as a bow and added to the area of the sail.
- (b) The Base - O shall be multiplied by two-thirds (0.66) of the Perpendicular - P

15. SPINNAKER AND SPINNAKER BOOM

- (a) The maximum spinnaker hoist for any rig shall be 68 inches.
- (b) Spinnaker boom not to exceed fifteen (15) inches in length, measured from centre of mast to outer end of boom.

16. DISTINGUISHING MARKS

Sizes:- Class Mark:- Height 1 in., Thickness $\frac{1}{4}$ in.
Registered Numbers:- Height $2\frac{1}{2}$ ", Width $1\frac{3}{4}$ in.
Thickness $\frac{3}{8}$ in.
Spaced $\frac{1}{2}$ in. between figures.

The registered Numbers will be preceded by the distinguishing National Letter of similar dimensions.
Bar dividing Class Mark and Numbers to be $\frac{1}{3}$ in. thick.

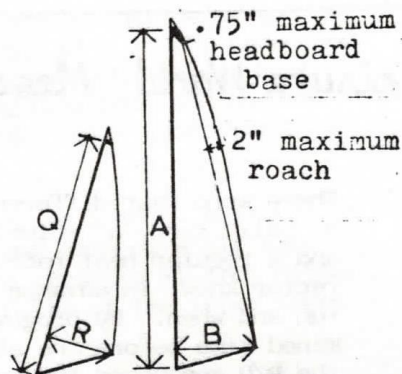
Example: $\frac{M}{K1850}$

34 Owner's Racing Flag:- 2 in. x $1\frac{1}{2}$ in. approximately

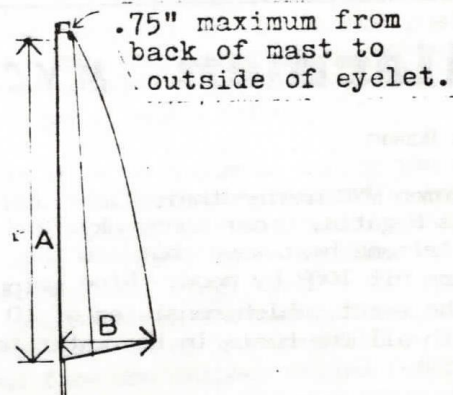
APPENDIX RM CLASS

The forgoing Rating Rules apply to Radio Controlled "M" Class yachts in all respects.

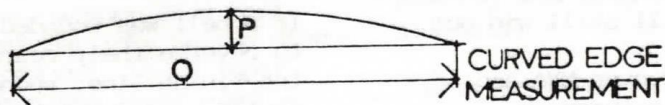
Note: The provisions of paragraphs 7b and 16 are optional until 1 November 1982, except for those participating in international championship regattas. During the interim, the present AMYA rule will apply. Effective 1 November 1982, all of this rule then current will apply.



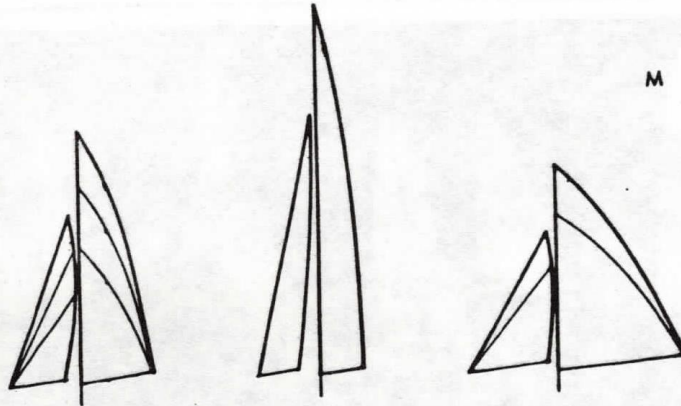
SAIL AREA MEASUREMENT



DOUBLE LUFF
MAINSAIL



CURVED EDGE
MEASUREMENT



RIG 'A'

small suits of a
rig are not
recorded on
the certificate

RIG 'B'

luff length is
longer than in 'A'
so 'B' is
recorded as an
alternative rig

RIG 'C'

boom length is
longer than in
'A' so 'C' is
recorded as
another
alternative rig

of J. Krick and Jim West.

With winter coming soon, thought should be given to the building of a new yacht, sorting out the old ones, repairs and cleaning up and maintenance of winches. The radios should be checked out, sent to the manufacturer, if not done in the last year or so, to insure everything will be ready for the early regattas next year. Time has the habit of passing us by and leaving us ill prepared for sailing for fun or for competition.

Good Sailing.

MARBLEHEAD (M) CLASS NEWS

by Chuck Black

A lot has happened since our last AMYA newsletter -- Bob DeBow was crowned the 50/800 national champion, the International Marblehead (m) Class Specifications motion passed, the manufacturers have been tagged outcasts, so I'm out as class secretary effective 1 January 1981, and Mill Pond MYC, Port Washington, N.Y., has been designated to host the M Class ACCR in 1981. First, details of the 50/800 ACCR will be found elsewhere in this newsletter, but from all accounts the Iowa MYA planned, prepared and conducted a superb regatta. I've always believed the AMYA exists for the sole purpose of the members enjoyment of the hobby/sport in competition between model yachts. This is exactly what John Davis, ACCR Regatta Director, did. His entire concern was to ensure that competing skippers experience the best racing possible in the best spirit of the AMYA ACCR competition. In other words the ACCR was a "Skipper's Regatta". Well done John and all your assistants -- the AMYA thanks you.

With the passage of motion 58, the International Marblehead (M) Class Specifications, I'm sure there are many questions about the interpretations of some parts of the specifications. May I recommend that individuals or clubs submit questions and I'll field them until I'm relieved on 1 January 1981. I also have many copies of the M Class Specifications, so if you desire a copy let me know and I'll mail it to you. I personally feel it is my responsibility to provide all new class members with a copy of the M Class Specifications and I will do that when they register their

model, but I will also send copies to any old class skippers on request.

With the passage of motion M-C-1, I will be stepping down as class secretary on new year's eve. John Davis, a class member in good standing has volunteered to take the reins as class secretary until next year's elections. I consider John one of the best qualified to take over.

Because the west coast and midwest hosted ACCRs in '79 and '80 respectively, I asked for bids from eastern sanctioned clubs to host the ACCR in 1981. I received several bids, and after careful consideration of what the class desires and what the club has to offer, I have awarded the '81 M Class ACCR to the Mill Pond MYC, located at Port Washington, Long Island, New York. Central Park, New York City has consented to assist in the conduct of the regatta on 21-23 August. Congratulations!!!!

Well, that is about it for now, but I'm always available if anyone has questions or ideas which might help the class. □

Honest AHAB

FOR SALE

Santa Barbara 908, white/blue piping, light blue sails, Harris Hercules winch, total ballast 13 lbs. 5 oz. With 10 R - registry number 272 - conversion fin 16 in., lead 10 lbs., lwl 58.5". Sails dark blue paneled 1268 sq in. Including plywood crate, \$550.00. U.S. Ship C.O.D.

Jean Y. Carpentier #1111

4465 Underwood Ave.

North Vancouver, B.C. V7K 2S1 - Canada

Phone (604) 980-6196

Two Santa Barbaras, nos 370 & 371 complete with Vortex SCUs Heathkit 6 ch on 53.3 mc on one and a PCS (Kraft) 5 channel on 53.1 mc on the other. \$500.00 or best offer each. Contact: Paul Morris, 48 Puget Loop, Port Ludlow, WA 98365

Two Futaba FP-S7 waterproof servos (never used), \$25.00 each or \$40.00 the pair. Four Heathkit GDA-19-4 servos (old and very used, but 100% servicable), \$10.00 each or \$25.00 the lot. John Decker (AMYA #1181), 572 Annursnac Hill Road, Concord, MA 01742; telephone (617) 369-6047.

□