

AMYA Classic VM – Timeline

1986 - 1992

1986 Autumn

Washington on August 29 and 30, 1987.

On the international scene, there has been a flurry of activity over proposed rule changes. There is a 55-question questionnaire from the international committee, and another 20-question questionnaire from the English MYA group. Rather than publish the large volume of material supplied, I am presenting a letter I sent to interested parties. This letter presents the situation within AMYA and represents what I understand to be the majority position of M Class members within AMYA.

MARBLEHEAD RULE CHANGES IN AMYA

By Standley Goodwin

Gentlemen:

Along with the questionnaire, I am enclosing a letter describing the situation of the M Class rule in AMYA and the prospects for rule change within AMYA.

Confirmation of simple rule until 1981

From its formation until 1981, AMYA had a very simple M Class rule which had little similarity to any other version of the rule. However, it produced a boat that basically met the requirements of the International M Class. In 1980-81, a vigorous effort by a number of prominent sailors in the class resulted in adoption of the international rule available to us in 1980. The fight was difficult and only after a major effort was the rule adopted.

AMYA is a democratic organization in which all members have a vote. Officials have no special powers. All proposals must be put in front of the membership to be voted on. The process requires about a year. At the time of adoption of the International M Class rule, only a majority of those voting was required for passage. Since then, the requirement for passage of a rule change has been increased to a two-thirds majority. The result of the voting requirement is that AMYA tends to be extremely conservative. One-third of the members voting can defeat any change.

As class secretary, I represent the class members' position. Some of the opinions I must convey differ from my own; however, they are

the ones that I believe the majority of class members have. I have no special powers; any rule change I agree to requires ratification by the membership. One of the problems that IMRYU must face is that a major M Class rule change is not likely to be adopted by AMYA. We would then have three rules in use; IMRYU, NAVIGA and AMYA.

AMYA members are extremely sensitive to any change that obsoletes or makes illegal existing equipment. Over three-quarters of the active boats are more than a year old. Owners want to maintain the competition position of their existing boats. Proposals that appear to threaten existing boats are sure to fail.

In addition, members want the rules to remain simple and easily understood. My personal effort to introduce girth measurements for roach control was viewed by them as too complicated and was voted down by a five-to-one margin.

Should IMRYU adopt a major rule change for the M Class and AMYA fail to adopt it, AMYA would have no problem in continuing with the existing rule. Given the rule changes proposed, we would be in the odd position of having AMYA boats meet the IMRYU rule while IMRYU boats would fail the AMYA rule. This would probably cut off any market for IMRYU boats within AMYA.

Although the climate within AMYA for major change is generally negative, I believe there are some areas which would be approached successfully. They are prohibitions on expensive or unhealthy features not in wide use. Prohibition of high density keel bulbs and altering hull shape while sailing, fit into this category.

The real problem IMRYU must face is sail measurement. Agreement on measurement of sail luff round and roach has proven extremely difficult. Each member country has its own interpretation of the rule. Sails made in one country may fail to measure in another. Until this problem is solved, international regattas will be surrounded by controversy.

The present proposed solutions are universal ones which would affect all sailors in member countries. Given the different measurement requirements in member countries, some will

Keeping old boats sailing is the opposite of a development or experimental class.

Keep it simple

Interpretation of sail measurement rules causing conflict.

find their sails oversized and illegal, and others will be undersized and noncompetitive. Whether other member countries are willing to accept the penalty of a change, I cannot say. However, I can say that any sail measurement change affecting the competitive position of existing sails in AMYA will be soundly defeated by the membership and will not be adopted.

Making AMYA sails illegal would be defeated. This is holding back true international competition.

It is also clear that if international model yachting is to become more than a European sport, the sail measurement problem must be solved. The thought of investing considerable effort and expense to attend an international regatta without being sure your equipment will measure in, is likely to discourage many possible attendees. The solution, whether universal or just for international regattas, is certainly going to be very difficult and require considerable negotiation among member countries.

1987 Spring

M CLASS NEWS

by STANDLEY GOODWIN, CLASS SECRETARY

A new sailing season is upon us with a full slate of M Class regattas. Divisional regattas are available in nearly every section. For those who are attending the ACCR in Port Washington, two ways are available to have a pleasant week of sailing. If you have a 10R, 36/600, and an "M" you can attend three ACCRs between August 22 and 30. For those from the Midwest who only have an M and a 36/600, you can stop off in Toronto on August 22 and 23 for the Canadian "M" Championship and then continue to Port Washington for the 36/600 ACCR and the "M" ACCR. Either way you should have a fine week of sailing.

In late November, there was another flurry of activity concerning the international M Class rule. The end result was a draft rule which was presented to the IMYRU permanent committee in early January. I have no information on the result, but will inform class members when I hear. Should the draft rule be accepted, I will request the Newsletter Editor to publish it. Class members should note that the present rule remains in effect within AMYA. Only a vote by the class membership can replace the present rule.

Draft of new IMYRU rule, wait for final version.

1987 Summer

Request to quickly
comment on
IMYRU rule draft.

Harris in his successful capturing of the Cup.

We should have eliminated 95% of our problems with the new specification when it comes in. What we need to do is clearly identify the goals and objectives of the Mini-America's Cup, then put a concerted effort behind reaching those objectives. It is appropriate that the Class Secretary assume a responsible role in the Mini America's Cup, the same supportive role that he carries for the ACCR, the Divisionals or the Green Chevron Events that are held every year. I am ready to assume that role and look forward to providing the active assistance that is the obligation of the Class Secretary.

As always I look forward to your comments and insight.

LATE FLASH! Ed Ward reports the results of the 1987 Southern Divisional for the EC/12 Class held April 25-26 at Hilton Head Island. After 28 races the fleet sorted itself out:

1. Carter Cain
2. Frank Angel
3. Cris Huffman
4. Harry Studstill
5. Dennis Charles

MARBLEHEAD CLASS

by STANDLEY GOODWIN

After seven years of effort, the IMYRU Technical Committee has produced a workable draft version for the revised "M" Class rule. As your class secretary, I must now decide how AMYA should vote when the revision is presented for ratification at the European Championship in July. I am asking each interested class member to review the rule proposal and send me a quick opinion. A simple postcard will do. I need your input in making this important decision. Send your opinion to Standley Goodwin, 33 Norman

St., Marblehead, MA 01945. Do it quickly as the decision must be made in early July.

It should be noted that the vote is only for acceptance of the draft rule by IMYRU. Acceptance will not affect the AMYA rule. Only a formal vote of our membership can change our present rule.

In reviewing the draft rule, you will note that all dimensions are in the metric system, the system used by the rest of the world. To convert from millimeters (mm) to inches, divide by 25.4. Please do not reject the draft just because it is metric. This is an easily solved problem. If an AMYA version of this rule were proposed, all dimensions would be converted to English units.

Class members planning to attend this year's ACCR should have their boats measured by a certified measurer. The measurers are Chuck Black for Southern California, Ned Helmle for New York, Fritz Larson for Southern New England, and myself for Northern New England. Requests by other class members who are interested in becoming certified M Class measurers are invited.

If you arrive at the ACCR without a certificate, you will be put on priority list for measurement. First priority goes to certified measurers; second goes to skippers without measurers locally available. Skippers with measurers locally available are at the bottom of the list. They will have a long wait and can be counted on to be measured last. See your certified measurer for a certificate. Avoid inconvenience and delay at the ACCR.

All boats measured or certified at nationals.

Now is the time to plan for 1988 sanctioned regattas. Bids for the ACCR and Divisional Regattas are requested. Let's keep the "M" Class active in 1988.

WARNING

The following is a draft version of the revised IMYRU "M" Class rule. It is not now in effect anywhere in the world. Do

not modify your equipment to meet the conditions of this rule.

INTERNATIONAL RC MARBLEHEAD CLASS

Authority: International Model Yacht Racing Union (IMYRU)

1. GENERAL

The RC Marblehead Class is a Development RC (Remote Control) Racing Class of monohull yachts with the following basic restrictions: The overall length of the hull shall be minimum 1276mm and maximum 1289 mm and the measured sail area shall not exceed 0.5161m². The original rules were devised by Roy L Clough in 1932.

2. ADMINISTRATION

2.1 LANGUAGE

The official language of the class is English and the English text shall prevail in the event of a dispute over translation. In translating and interpreting these rules, it shall be understood that the word "shall" is mandatory and the words "can" and "may" are permissive.

2.2 CLASS RULES, MEASUREMENT DIAGRAM AND MEASUREMENT FORM

- .1 These rules are complementary to the measurement diagrams and the measurement form. Any interpretation shall be made by the IMYRU in consultation with the international class association (if any).
- .2 In the event of discrepancy between these rules, the measurement diagrams and/or the measurement form, the matter shall be referred to the IMYRU.

2.3 NATIONAL AUTHORITIES

In countries where the National Authority for Model Yachting (NA) does not wish to administer the class, its functions as stated in these rules shall be carried out by the national class association which shall be affiliated to the international class association (if any).

2.4 LIABILITY

Neither the IMYRU or the International Class Association accept any legal responsibility in respect of these rules or any claim arising therefrom.

2.5 BUILDERS

The RC Marblehead Class is a Free Construction Class and no licence is required to become a builder. No building fee is due to the IMYRU.

2.6 REGISTRATION AND MEASUREMENT CERTIFICATE

- .1 No yacht shall take part in class races unless it has a valid measurement certificate in the owner's name. The certificate is obtained as follows:
 - (a) The owner or the builder shall apply to the appropriate NA for a sail number. Any required registration fee shall be forwarded with the application.
 - (b) Each country shall issue sail numbers and only one yacht in each country shall have the same sail number.
 - (c) The owner shall send the completed measurement form to his NA. On receipt of this a certificate may be issued to the owner.

- .2 Change of ownership invalidates the certificate and the old certificate shall be returned to the NA with a written application containing the name and address of the new owner and any re-registration fee that may be required. A certificate shall then be issued to the new owner.

2.7 MEASUREMENT

- .1 The yacht shall be measured in accordance with the rules current when she was first measured, except that spars, rigging and sails shall comply with the current rules.
- .2 Only a measurer officially recognised by a NA shall measure a yacht, its spars, sails and equipment and sign measurement forms.
- .3 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a vested interest.
- .4 If a measurer is in any doubt as to the legality of any part of the yacht, spars, sails or equipment, he shall report accordingly on the measurement form.
- .5 Alterations, replacements or repairs to the yacht shall be made in accordance with these rules and shall be checked by an official measurer.
- .6 New or substantially altered sails shall be checked by an official measurer and stamped or signed and dated by the measurer near the tack.

2.8 IDENTIFICATION MARKS

- .1 The hull shall carry, either painted or moulded in, the yacht's national letter(s) and sail number.
- .2 The mainsails shall carry the class insignia, national letter(s) and sail number in accordance with rule 3.7.

3. CONSTRUCTION AND MEASUREMENT RULES

3.1 GENERAL

The yacht shall be measured in accordance with the current IYRU Measurement Instructions, except where varied herein.

3.2 HULL

- .1 The hull shall be a monohull and the overall length, including the bow bumper, shall be minimum 1276mm and maximum 1289mm.
- .2 The bow bumper shall be made of resilient material and shall project approximately 13mm forward of the foremost part of the hull shell.
- .3 Tunnel hulls are prohibited.

3.3 FINS/KEELS AND BALLAST

- .1 Fins/keels that can be adjusted in any direction or by rotation are prohibited. A fin/keel that can be removed and refitted in only one position is permitted.
- .2 Centreboards, leeboards and bilge boards are prohibited.
- .3 Ballast material shall not have a higher density than lead (11.3 kg/dm^3).

3.4 RUDDERS

No part of a rudder shall extend beyond the limits of the hull overall length measurement.

3.5 RIGS AND SAIL PLANS

- .1 The sail plan shall not consist of more than two sails and all sail shall be basically triangular.
- .2 The dimensions of not more than three rigs may be recorded on the certificate. These recorded rigs shall be designated "A", "B" and "C".
- .3 Smaller rigs are permitted if they do not exceed the dimensions of the recorded rig and comply with all other restrictions.
- .4 The height of the sail plan "H" shall not exceed 2159mm, measured from the deck at the mast to the lower edge of the upper mast band.
- .5 The jib hoist "I" shall not exceed 80% of "H", measured from the deck at the mast to the lower edge of the middle mast band. A line taken through the jib tack and head, shall not cut the forward edge of the mast higher than the lower edge of the "I" measurement mast band when the jib is held in the centreline of the hull.
- .6 No part of a rig shall extend beyond the limits of the hull over-all measurement when the sails are held in the centreline of the hull.

3.6 SPARS

.1 General

- (a) No spars shall exceed 19mm in diameter.
- (b) One set of spars is permitted to each rig.
- (c) Measurement bands on spars shall be distinctively coloured and shall not be of less than 3mm width.

.2 Masts

Three measurement bands shall be placed on each mast to conform with the measurement diagram. The upper and middle bands may be excluded on masts to smaller rigs if the length of the mast makes it impossible to exceed the recorded "H" and "I" measurements. The lower band shall not be placed lower on masts to smaller rigs than on the recorded rig.

.3 Booms

- (a) When a mainsail is set on a boom, the "B" measurement shall be taken as the length of the foot and a measurement band shall be placed on the boom to limit this measurement with the inner edge. If the boom is adjustable fore and aft, the band shall be placed with the boom in the fully aft position.
- (b) When a jib is set on a boom, two bands shall be placed on the boom to limit the length of the foot with the inner edges.
- (c) When a sail is set on a boom, any curvature of the upper edge of the boom, achieved by a permanent set or mechanical means other than sheet and kicking strap, shall be measured as shown in the measurement diagrams.
- (d) A sail is set on a boom when the foot is attached to the boom along part or all of its length.

3.7 SAILS

.1 General

- (a) Sails shall be constructed and measured according to the current IYRU Sail Measurement Instructions, except where varied herein.

- (b) Sails shall be capable of being rolled without permanent damage. Sails may be made of non-woven material and sizes of reinforcements are not restricted. Battens shall not be removed when measuring.
- (c) Double-luffed and loose-footed sails are permitted.
- (d) Battens shall not exceed 102mm in length and 19mm in width. The centrelines of battens shall divide the leech into parts that do not deviate more than 25mm from the mean.
- (e) All sails shall be clearly marked at the clew with the rig letter. Sails of one rig may be used on another if they are marked accordingly and comply with the rig measurements.
- (f) The class insignia shall be the letter M of the following minimum dimensions: Height and width 25mm and thickness 6mm.
- (g) The national letter(s) and sail number shall not be less than the following dimensions: Height 60mm, width 40mm (except number 1 and letter I) and thickness 9mm. Minimum space between adjoining letters and numbers shall be 6mm.
- (h) The class insignia, national letter(s) and sail number shall be placed as laid down in the International RG Yacht Racing Rules. If it is not possible to comply with these rules, even if the national letter(s) is/are placed above the sail numbers, the numbers shall be placed as high as possible.

.2 Mainsails

- (a) Mainsails shall comply with the measurement diagram.
- (b) There shall not be more than 4 battens, which shall comply with rule 3.7.1(d).
- (c) Any foot round on a loose-footed sail shall be an approximately fair even curve and shall not exceed 25mm measured to a straight line from tack to clew.

.3 Jibs

- (a) Jibs shall comply with the measurement diagram.
- (b) There shall not be more than 3 battens, which shall comply with rule 3.7.1(d).
- (c) Any foot round on a loose-footed sail shall be an approximately fair even curve and shall not exceed 25mm measured to a straight line from tack to clew.

.4 Sail Area

- (a) The measured sail area shall not exceed 0.516m^2 .
- (b) The measured sail area consists of the triangular area of the mainsail, any additional mainsail area, the triangular area of the jib and any additional jib area. The sail area shall be calculated with 6 decimals and corrected to 4.

4. ADDITIONAL RULES WHICH APPLY WHEN RACING

4.1 EQUIPMENT

- .1 Only 3 rigs of each designated rig letter and 1 set of fins/keels, ballasts and rudders shall be used during a race or series of races, except in authentic damage or loss. All replacements shall be authorized by the race committee. Only 1 rig shall be used at any one time.
- .2 Self steering devices and electronical equipment for automatic steering or rig trimming shall be prohibited.

4.2 CONTROL MEASUREMENT

When control measured the yacht shall comply with the measurements entered on the certificate and larger measurements are not permitted, even if they would comply with the restrictions in these rules.

4.3 CLASS RULES

- .1 These rules shall not be varied by a race committee.
- .2 The body to which a protest committee shall refer a measurement protest concerning doubt over the interpretation or application of these rules, shall be the NA which issues certificates in the country organizing the race.

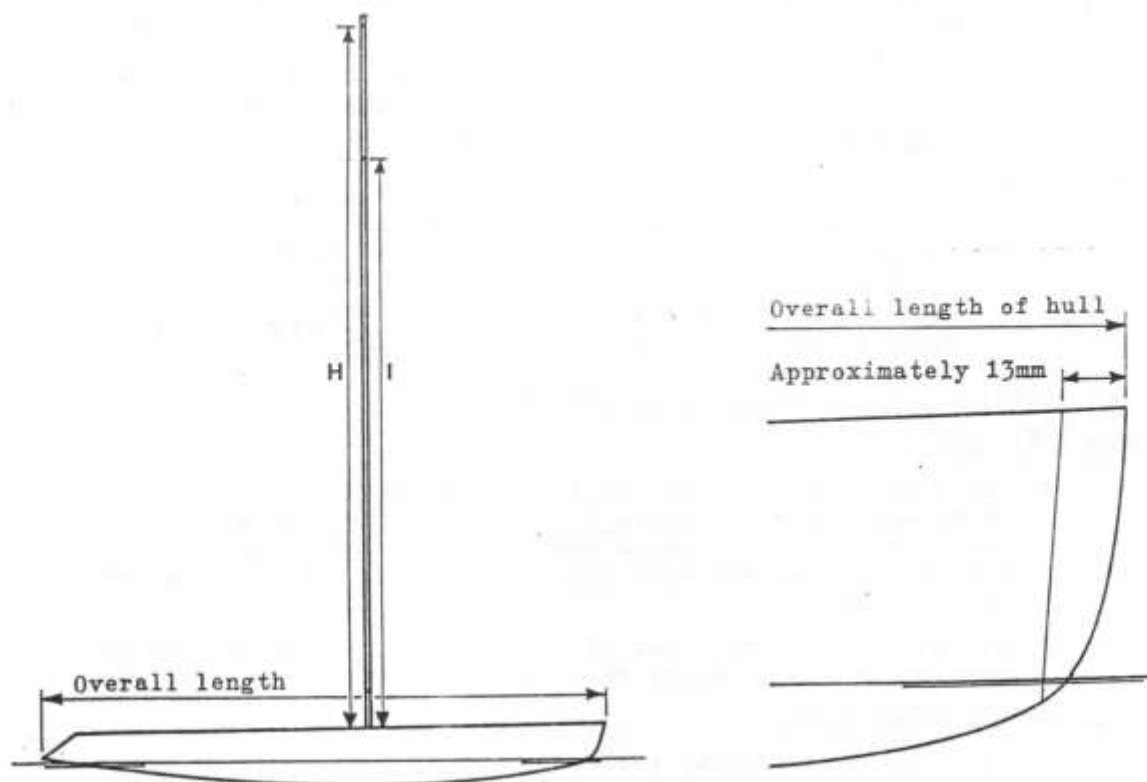
4.4 RACING RULES

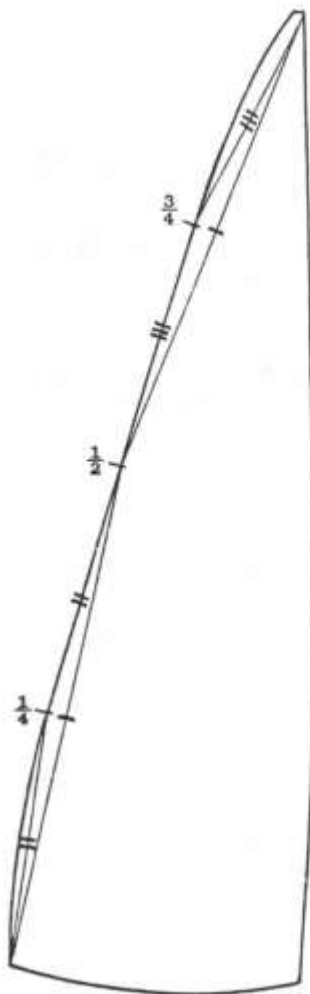
Class races shall be sailed under the International RC Yacht Racing Rules. At World or Regional Championships these rules shall be varied only with the agreement of the NA and the IMYRU.

4.5 OWNER TO BE A MEMBER OF THE CLASS ASSOCIATION

The owner shall be a member of the national class association where this exists.

This edition effective from: 1 January 1988
Previous edition: 1 December 1984



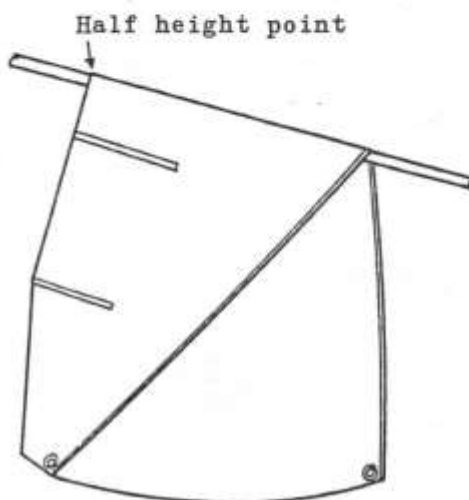


CROSS WIDTH MEASUREMENT POINTS

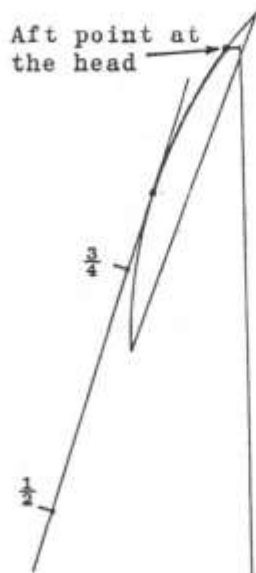
If a sail is permanently attached to the spars, the cross width measurement points on the leech can be found by measuring equal distances as show to the left.

Any hollows in the leech and the luff shall be bridged when measuring the cross widths.

If the cross width measurement points are determined by folding the sail, as prescribed in the IYRU Sail Measurement Instructions, this can be done over a rod to avoid creases.



CONTROL OF THE UPPER AND LOWER PART OF THE LEECH



A pattern consisting of a circle segment of 900mm radius shall be used for this purpose.

At the head, the pattern shall be placed to touch the aft point at the head and a straight line through the two nearest cross width measurement points.

At the clew, the pattern shall be placed to touch the clew and a straight line through the two nearest cross width measurement points.

If, when the pattern is positioned, a cross width measurement point or a point where the centreline of a batten intersects the leech falls outside the pattern between the points of positioning, it shall be repositioned to touch that point.

When the pattern is positioned according to the instructions above, the leech shall not project outside the pattern between the points of positioning.

DEFINITIONS OF MEASUREMENT POINTS

Clew: The intersection of the leech and the foot.

Tack: The intersection of the foot and the luff.

Head: The highest point of the sail projected perpendicular to the luff or its extension.

Aft point at the head: The intersection of the leech and a line through the head perpendicular to the luff or its extension.

MEASUREMENT BANDS

When measurements are taken to measurement bands, the sail shall not be set with the corresponding measurement point beyond the inner edge of such band.

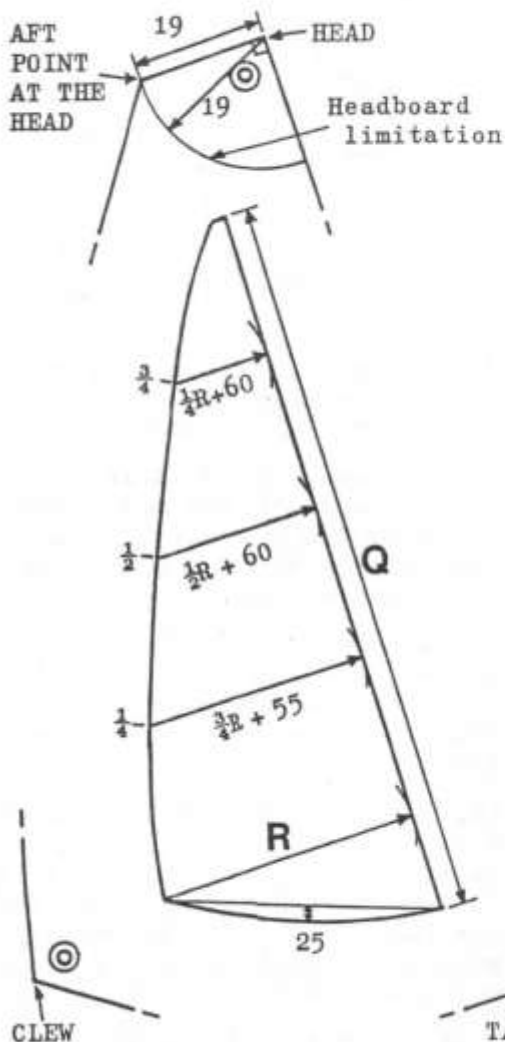
EXCESSES IN CROSS WIDTHS

Any excesses in cross widths shall be entered in the following formula and the resulting additional sail area shall be added to the triangular sail area.

$$\frac{A(2x + y + 2z)}{6}$$

Where x = excess at $\frac{1}{4}$ -height, y = excess at $\frac{1}{2}$ -height and z = excess at $\frac{3}{4}$ -height.

JIBS



TRIANGULAR SAIL AREA

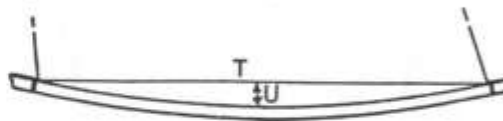
$$\frac{Q \times R}{2}$$

SAIL SET ON A LUFF SPAR

If the sail is set on a luff spar (headfoil) the R measurement and the cross widths shall be taken to the fore edge of the luff spar and the width at the head to the aft edge of the spar.

SAILS SET ON A BOOM

T shall be taken as the distance between the inner edges of the boom bands and U shall be taken as any curvature of the upper edge of the boom according to rule 3.6.3.



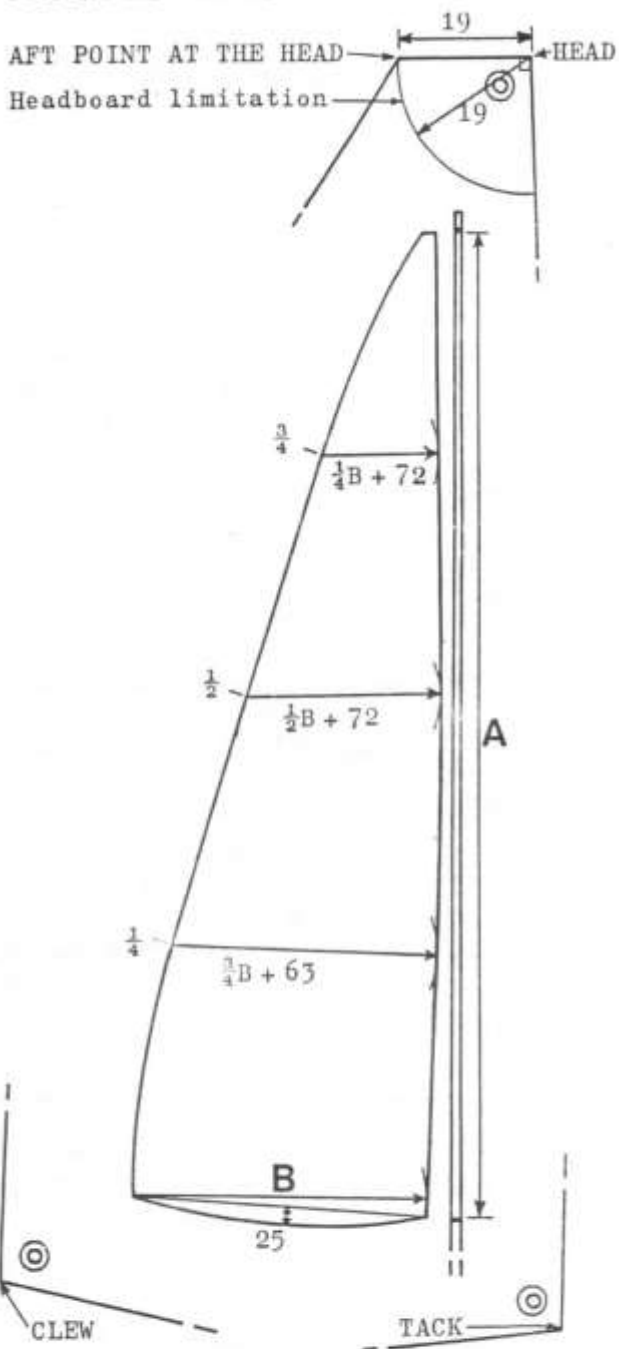
Additional sail area:

$$\frac{2(T \times U)}{3}$$

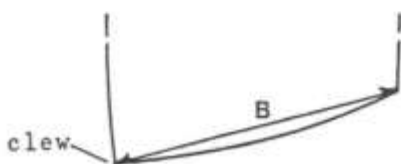
CROSS WIDTHS

Cross widths to be measured as for mainsails.

MAINSAILS



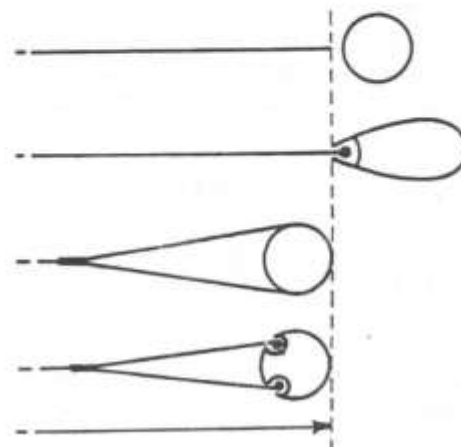
DROPPED FOOT ON A LOOSE-FOOTED SAIL



TRIANGULAR SAIL AREA

$$\frac{A \times B}{2}$$

MEASUREMENT POINTS ON THE LUFF



If the luff is set in a luff groove the width at the head, the B measurement and the cross widths, shall be taken to the aft edge of the mast.

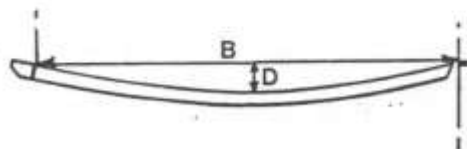
If the sail is doubleluffed the B measurement and the cross widths shall be taken to the fore edge of the mast and the width at the head shall be taken to the aft edge of the mast.

MAINSAIL SET ON A BOOM

The B measurement shall be taken as the length of the foot.

Additional sail area:

$$\frac{2(B \times D)}{3}$$



C is any curvature according to rule 3.6.3.

1987 Autumn

Observation by Jon Elmaleh at European M Championship which he won!

I was also surprised by the difference in design between typical United States boats and those bred in each of the European countries. Boats from England tended to be thin and heavy (weighing approximately 13-14 pounds); French boats were very wide in the stern with flat underbody sections; and German boats (one of which finished second in the race) were very wide overall with low freeboards and short waterlines and resembled full-scale scows. Only a boat from Norway was somewhat similar to a U.S. marblehead. Also interesting was that European rudders seemed to be much smaller than a typical rudder on a U.S. design), European sails were cut flatter than U.S. sails, and masts, although generally carbon fiber, were much thinner than those on most U.S. boats. Finally, a number of the boats employed Bantock "swing rigs" where the main and jib booms were attached to a rotating mast.

Regional design trends mostly toward local conditions.

Three AMYA Marblehead rule motions. 1) Headboard 2) Roach
3) IMYRU measured boast accepted

M-M-1 (Marblehead)

It is moved that Section 13.1 be replaced by the following: "Headboards shall not exceed 3/4 inch in width, measured at right angles to the luff of the sail. In addition, they may not extend beyond a semicircle of 3/4 inch radius drawn with its center being the head of the sail at the luff. The head of the sail is defined as the point where the sail measures 3/4 inch in width, measured at right angles to the luff. This applies to all sails. See diagram for clarification."

As this changes some definitions the following ancillary changes are required:

Delete from Section 6.4 (rig height) the words: "lower edge of the headboard or eye" and replace with: "head of the mainsail"

Delete from Section 6.5 (jibstay height) the words: "lower edge of the headboard or eye" and replace with: "head"

Delete from section 8.1 (main luff measurement) the words "lower edge of the headboard or eye," and replace with: "head."

Delete from Section 9.1 (jib luff measurement) the words: "lower edge of the headboard or eye," and replace with: "the head."

M-M-1 (Marblehead) Continued

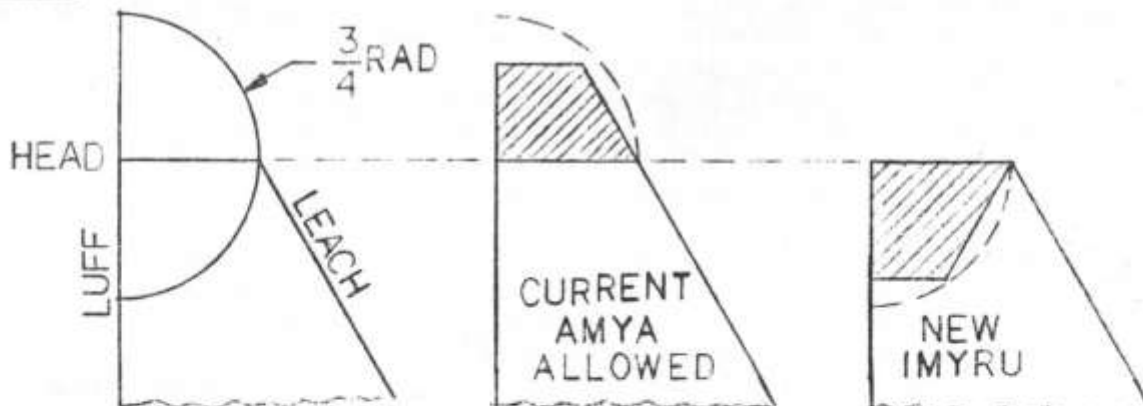
Delete from Section 11.1 (roach) the words: "either the outer edge of the headboard or the center of the eye at the head of the sail where there is no headboard," and replace with: "the aft corner of the head."

Delete the note on the sail measurement plates: ".75" maximum headboard base" and ".75" maximum from back of mast to outside of eyelet"

By: Bob Sterne AMYA #1701

Seconded: Gene Dunham AMYA #2626

Diagram:



M-M-2 (Marblehead)

It is moved that Section 12.2 (jib battens) have the words: "two (2)" deleted and replaced with: "four".

By: Bob Sterne

Seconded: Gene Dunham AMYA #2626

M-M-3 (Marblehead)

It is moved that a new section be added as follows:

18 IMYRU MARBLEHEAD CLASS YACHTS

18.1 Yachts measuring correctly under IMYRU rules will be accepted for AMYA events without change.

18.2 Sails measuring correctly under IMYRU rules will be accepted for AMYA events without change.

By: Bob Sterne AMYA #1701

Seconded: Gene Dunham AMYA #2626

M CLASS NEWS

by Standley H. Goodwin, Class Secretary

The M Class has just issued sail number 2900 and is rapidly approaching a milestone in its AMYA history. Some time in the next year the three thousandth sail number will be issued. Our class is healthy, active, and growing. Let's keep it that way.

Almost 3,000 Marbleheads built in US!

An M Class world championship is being held in Berlin this August. A contingent of three U.S. sailors headed by Jon Elmaleh is planning to attend. The M class wishes them good luck.

The M class in AMYA has a problem in accommodating members who want to sail under both our present rule and the new IMYRU rule. The main difficulty is the sails. In drafting the new rule IMYRU made some minor changes which make it difficult to build sails which satisfy both rules. Bob Sterne has proposed a set of three motions to solve this problem. Unfortunately the first M-M-1 redefines the head of the sail in such a way that a number of existing sails, particularly jibs, will become illegal. A detailed explanation is contained in my comments on the motion. Hopefully the proposal can be amended. Motion M-M-2 increasing jib battens to four inches makes sense only if you vote for M-M-1. The pair are really a package.

Motion M-M-3 allows boats and sails measuring in under the IMYRU rule to sail in AMYA. This motion makes a lot of sense since it allows both rules to co-exist in AMYA. We are an international class and we do have AMYA members, particularly in Canada, who want to sail under both rules. The IMYRU rule presents no advantage. The basic sail area and hull length restrictions remain the same, only the measurement details are changed.

Now is the time to start planning for next year's events. Bids for the ACCR and Divisional events are encouraged. If possible the "M" ACCR will be held in the Midwest.

Comment on Motion M-M-1

Motion M-M-1 as drafted could result in some existing conservatively built sails becoming illegal. The problem is that sails with a narrow head can extend above the 3/4" semi-circle defined. This is most likely for jibs measured with an eye at the head. The attached sketch details the problem. Because of the potential of obsoleting perfectly legal existing sails, I cannot recommend class members vote for motion M-M-1 in its present form.

LETTER TO BOB STERNE

Dear Bob,

I have received a copy of your M class rule change from Rod Wallis. I find that there is a problem in your key motion M-M-1 which would cause a number of existing sails to be illegal; as a result, I cannot support the proposal M-M-1 in its present form. A sketch shows the problem. A number of existing sails have parts that can extend above the 3/4 inch semicircle. This is particularly true for jibs. Hopefully you can resolve this problem. Please inform me of your solution, if any, before I write my newsletter article in early May.

Standley Goodwin

LETTER FROM BOB STERNE TO STANDLEY GOODWIN

Dear Standley,

I received your letter of April 16 in yesterday's mail---how's that for good service! Also in yesterday's mail [May 5] I received QNL #71. This leaves me no time to respond properly to your request, of course, since comments and amendments have to be in by APRIL 10.

I sincerely regret that as a member of the IMYRU technical committee you cannot support my motion. We all worked long and hard on the new Marblehead rules, and I cannot understand why for the sake of a piece of material about 1/4" square on some jibs you would see the

First motion would obsolete many existing AMYA sails

motion defeated. It would be the simplest thing in the world for skippers affected to remove the offending piece of cloth (or plastic), and move the hole lower by 1/4". I think that the rule as I proposed it is a good rule. If it is necessary to "grandfather" existing sails for something so simple to change, then I guess that is OK by me, but I think this should be unnecessary.

Such a fuss over about a 1/4' square section of sail at the top of a jib.

I sincerely hope that you rethink your position, and while it is your duty to advise skippers if a rule change would affect their boats, I see no reason why you couldn't still support the motion.

I really hope that those in the AMYA so opposed to the IMYRU can soon learn to set aside their differences. I don't agree with everything that happens in the IMYRU, but it is if nothing else, a democratic organization. Since we in the U.S. and Canada pride ourselves on our democratic way of life, it is about time we put our money where our mouth is.

Bob Sterne

M-M-1 (Marblehead)

It is moved that Section 13.1 be replaced by the following: "Headboards shall not exceed 3/4 inch in width, measured at right angles to the luff of the sail. In addition, they may not extend beyond a semicircle of 3/4 inch radius drawn with its center being the head of the sail at the luff. The head of the sail is defined as the point where the sail measures 3/4 inch in width, measured at right angles to the luff. This applies to all sails. See diagram for clarification."

As this changes some definitions the following ancillary changes are required:

Delete from Section 6.4 (rig height) the words: "lower edge of the headboard or eye" and replace with: "head of the mainsail"

Delete from Section 6.5 (jibstay height) the words: "lower edge of the headboard or eye" and replace with: "head"

Delete from section 8.1 (main luff measurement) the words "lower edge of the headboard or eye," and replace with: "head."

Motion amended to eliminate the need to modify existing sails.

M-M-1 Continued

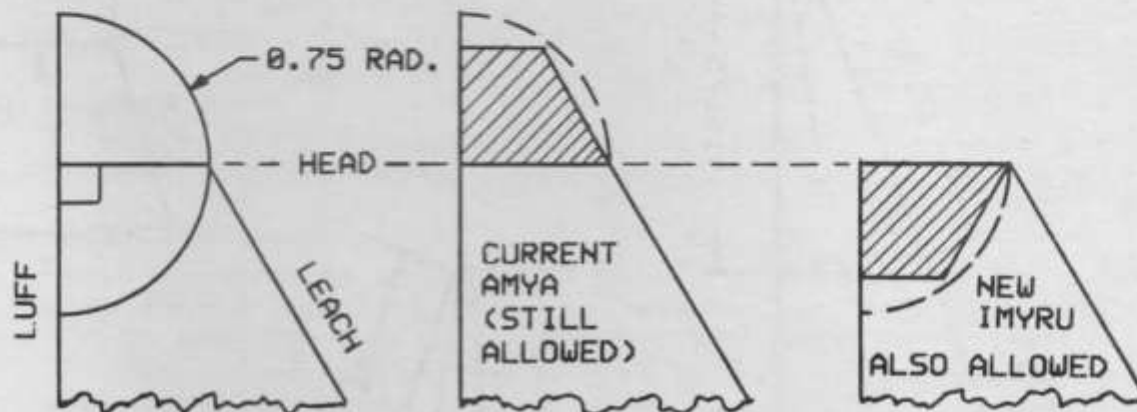
Delete from Section 9.1 (jib luff measurement) the words: "lower edge of the headboard or eye," and replace with: "the head."

Delete from Section 11.1(roach) the words: "either the outer edge of the headboard or the center of the eye at the head of the sail where there is no headboard," and replace with "the aft corner of the head." Delete the note on the sail measurement plates: ".75 maximum headboard base" and ".75" maximum from back of mast to outside of eyelet".

By: Bob Sterne AMYA #1701

Seconded: Gene Dunham AMYA #2626

Diagram:



COMMENT M-M-1

This is good change as it clears up a situation which virtually required headboards on Marblehead to maximize sail area and also permits sails to meet both AMYA and IMYRU rules. It will not obsolete existing sails.

Rod Wallis AMYA #1379

M-M-2 (Marblehead)

It is moved that 12.2 (jib batten length) have the words: "two (2)" deleted and replaced with: "four".

By: Bob Sterne AMYA #1701

Seconded: Gene Dunham AMYA #2626

M-M-3 (Marblehead)

It is moved that a new section be added to the By-Laws as follows:

18 IMYRU MARBLEHEAD YACHTS

18.1 Yachts measuring correctly under IMYRU rules will be accepted for AMYA events without change.

18.2 Sails measuring correctly under IMYRU rules will be accepted for AMYA events without change.

By: Bob Sterne AMYA #1701

Seconded: Gene Dunham AMYA #2626

COMMENT M-M-3

Our Required Regatta Procedures under Rules 1.3 specifies that entries will be governed by the official AMYA Class Specifications. Presently IMYRU Marblehead specifications are substantially in accord with ours, but there is no assurance that this will be true in the future, for while we have a voice in the proceedings, we do not have control. I can see no reason why we should abrogate our class specification's authority, even if such an act is legal. I believe that this motion should be defeated.

Rod Wallis AMYA #1379

1988 Autumn #73

I have been informed that M class motions M-M-1 and M-M-2 have passed and will go into effect next year. This means that sails may be built that meet both the AMYA and IMYRU rules. Because of the new definition of the head of the sail, all sails will have to be remeasured for 1989. A few jibs not meeting the rule change will have to be modified. More on this in the next quarterly.

Motion 1 & 2 accepted, sails now will meet both rules.

MOTIONS AFFECTING THE CLASS SPECIFICATIONS: EAST COAST 12 METER:

M-EC-1 Jib Boom Topping Lift	PASSED (76%) YES - 71, NO - 23
M-EC-2 Sail Attachment to Spars	FAILED (64%) YES - 61, NO - 34
M-EC-3 Storm Sail Material	PASSED (73%) YES - 70, NO - 26
M-EC-4 Sail Measurements	FAILED (63%) YES - 60, NO - 35

MARBLEHEAD 50/800:

M-M-1 Definition of Head	PASSED (74%) YES - 75, NO - 26
M-M-2 Jib Batten Modification	PASSED (68%) YES - 69, NO - 32
M-M-3 Accept IMYRU Yachts	FAILED (37%) YES - 37, NO - 63

Motion 3 defeated, no knowledge of how IMYRU rule may change in the future.

1988 Winter #74

Motions M-M-1 and M-M-2 have passed. They now allow our sailmakers to make sails that measure in under our present rule and the new IMYRU rule. After this year's ACCR I helped measure Terry Allen's sails for the World Championship in Berlin. I was surprised how little modification was required to make them legal. In general, the sails were very close to the IMYRU requirements. The full suit required a small trim of the mainsail roach. Those who worried that the IMYRU rule would increase sail area can relax. The two rules produce sails that are every close, with a small advantage in size going to our present AMYA rule.

The two "M" Class rule changes M-M-1 and M-M-2 will require that all sails be remeasured for 1989. All outstanding measurement certificates are invalid. Most sails will measure in under the rule change with little difficulty. However there are a few jibs in existence with narrow pointed heads that will need to be modified. If you suspect you have one, contact your measurer. There are also a few sails without headboards that are

wider than 0.75 inch at the top. They will also require modification. Make sure your sails are legal. Avoid problems at the pond this spring.

Although the membership turned down motion M-M-3 allowing boats measured under the IMYRU rule to be legal for AMYA events, we have in place in the AMYA constitution rule 8.3b. This regulation allows foreign entries to sail in ACCRs and Divisional regattas as long as they are properly registered with their national authority in that class. The result is that foreign entries measured under the new IMYRU "M" Class rule may sail in AMYA "M" Class regattas without modification. We are all in the same class.

Apparently a by-law already allowed IMYRU measured boats to sail in AMYA classes if certified in their country.

1989 Spring #75

At SCRS No. 4 I saw an excellent suit of sails that was made out of lightweight drafting mylar. This material is available country wide in drafting supply houses at a reasonable price. A question was raised as to the legality of these sails.

Mylar sails sneak onto the the sailing scene!

A careful review of the rule shows that there is only one restriction on the material used in sails.

13.2 Only sail material may be used for tablings in the head, tack or clew of any sail.

Tablings are more commonly know as reinforcement patches. There is no restriction on the material used in the body of the sail. The body of the sail is the majority of the sail exclusive of the tablings or patches. You may use material from any source for the body of the sail. The sail material you use in the body of the sail is by definition sail material and is acceptable for use as tablings or patches. Normally most materials come from sailcloth suppliers; however, materials from other sources such as acceptable. Material for the body of the sail is unrestricted.

As written, the sail may be made of any material, so Mylar is legal

Many of our present rule interpretation problems arise because M Class rule was developed in the 1930's and has come to us practically unchanged. In the past fifty years materials and construction techniques have changed drastically, which our rule has remained static. The result is a number of restrictions in the rule that no longer makes sense. A reasonable solution to these difficulties would be adoption of the new International RC Marblehead Class Rules adopted by IMYRU in 1988. It is a modern rule written with today's problems in mind.

Those planning to attend this year's ACCR in Toronto should plan to get their boats measured before the regatta. Measure-

ment certificates must be presented before racing. Because of the rule changes this year, all boats much have new measurement certificates.

1990 Spring #79

M CLASS NEWS

by Standley Goodwin, Class Secretary

1990 is a bumper year for those who enjoy attending major caliber M Class regattas. First is the North American Marblehead Championships July 6-8 in Vancouver, Canada. First class preparations are underway. Class members who can attend should enjoy an excellent regatta. Second is the M Class World Championship rescheduled for Fleetwood, England between August 18 and 24. Last, but certainly not least is the M Class ACCR at Eisenhower Park on Long Island on September 8-9. The pond is an excellent site which promises good racing. Class members are encouraged to attend.

Over the years I have heard various complaints about the M Class and I thought this a good time to answer a couple of them.

Complaint 1

I bought a new boat last year and it's being beaten by a newer design. (Boat of the month club).

The M Class has minimal restrictions; therefore there is a constant development of new designs. However, history shows that the better designs have a racing life of several years. Let's look at the racing life of several popular designs:

SPOT 1982-1986
LOGIC 1985-
ARCHER 1987-

ROVER 1987-
ORBIT 1989-

The astute M Class skipper obtains a design where it is relatively new, so that he has several good racing years ahead. If you obtain a three or four year old design with a great record, there is a fair chance an improved design will appear next year.

My personal observation is that design improvements nowadays tend to enhance one limited area of performance and show little improvement in others. In most cases you can get an extra season or two out of an older design.

Complaint 2

The M Class is expensive. With the exception of kevlar and carbon fiber hulls, there is little difference in cost between the M Class and other classes. Manufacturers costs are set more by time than material. The cost is mainly set by how valuable the supplier thinks his time is. If cost is of concern, check the suppliers. You will find quite a variation.

An M Class can be purchased anywhere from a bare hull shell to a completed boat. If you buy just the bare hull shell and build the rest, cost will be low. However, you will invest a lot of time. If you purchase a completed model capable of winning an ACCR from a supplier you are going to spend a lot of money. The tradeoff is between time and money. Contrary to popular opinion, money spent does not necessarily make the boat go faster.

Now is a good time to address the question of kevlar and carbon fiber hulls. They can save six to nine ounces in the all up weight of the model. However the extra cost is around a hundred dollars, and some of the hulls are a bit on the flimsy side. Fiberglass can be made competitive again by adding some kind of a minimum weight requirement for the hull to the rule. Measurement would be difficult but not impossible. The object would be to cancel out the weight advantage for kevlar and carbon fiber, not to ban their use. Comments from class members would be appreciated. If you are in favor of the status quo please reply. One tends to get only negative comments when a question of this sort is asked.

Remember to send registration requests to John Snow, 76 Woodbine Ave, Concord, NH 03301. If you mail them to me I will remail them to John. The result will be about a weeks delay.

U.S. ONE METER CLASS NEWS

by Bob DeBow, Class Secretary

Now that winter is melting into Spring and Summer and the sailing sap is rising in the blood, it's time to head for the workshop and start fine tuning that One Meter that you've sat and looked at all winter. If you have trouble attaching your sails to the mast, here is an easy method of attaching your mainsail to a jack stay without using thread or string. Use a skirt hook and tack it to the main mast sail luff in the desired position using a

M CLASS NEWS

by Standley Goodwin, Class Secretary

In the Spring quarterly I mentioned the option of a minimum weight specification for M class hulls. All the replies I have received to date indicate that class members are happy with the present situation and do not want any restrictions on hull weight.

One of the inputs I received was a well thought out letter by Del Lauterback which recounts the history of the M class in the Denver area. In it he makes a statement that I believe summarizes the reason why so many AMYA members are "M" class participants. "The point of this whole tale is that changes in hull design and available material is what has kept me and many, many others interested in the hobby. It continues to challenge our ingenuity to improve on other ideas."

The general message I am getting is leave the class as it is.

Continuing on subject of complaints about the "M" class, one I hear is the high cost of carbon fiber fins. I am afraid most of us have forgotten that we are in a sport that has a low volume of sales. A couple of hundred fins by

A minimum weight discussed, leave it alone so you can experiment!

one supplier sold in a year is a very good year. Additionally, fin design changes every couple of years.

For the manufacturer, these problems rule out the expensive tooling that could produce a lower cost fin. He can't sell enough fins to justify high cost tooling. Instead he hand builds fins in low cost tooling at a low production rate. The result is a relatively expensive fin whose cost is mainly governed by labor.

The molded carbon fiber fin is today's solution. If you are unhappy with the cost, buy a piece of aluminum and make your own fin. The performance is about the same and the out-of-pocket cost small. However, you will expend considerable labor to produce the fin.