



THE CLYDE YACHT CLUBS' ASSOCIATION

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NEWSLETTER

July 2010

As always at this time of year, thank you to all the clubs who have paid their CYCA subscriptions, and please could all the rest pay up promptly, as per reminders issued recently. We run the Association on a financial shoestring, and our 2010 cashflow is not as effervescent as we all might wish!

Also, we will be looking for Executive Committee nominations for the Autumn Delegates Meeting, and it would be helpful if you could pass the word around. The Association benefits from a broad spectrum of representation.

There are currently two main items to be drawn to your attention.

1. CYCA Handicaps - Furling Headsail Allowances

It has been apparent for some time that "liberties have been being taken" in respect of furling headsails being used.

As a matter of urgency, we would draw to your attention - and ask that you alert your Race Management and Protest Committee personnel - to the declaration in the CYCA Handicap Application Form to which all handicap applicants sign off:

Furling Headsail allowance – the sail must be:

- Tacked on to the furling drum gear only, which will normally be fitted above deck level.
- Capable of being rolled/unrolled without the need to attach or detach any fitting or require any sail folding.
- An overlapping sail which must be at least greater than 1.3 x J.

Although other headsails may be carried on board, the furling headsail must be the only headsail used for racing. As an exception, a storm jib may be used in the interest of safety and good seamanship. No changing of headsails is allowed during racing, with the exception of the storm jib.

The point to be emphasised here is that the allowance is offered because of the recognised inefficiencies in a large overlap headsail which is designed to be rolled. It is NOT on offer for

small-overlap or non-overlapping headsails which are rigged when the weather suggests it might be beneficial.

Recognising that the third bullet point in the above is not fully articulated, the Handicap Application Form has been revised and the bullet point now reads:

- An overlapping sail for which LP must be greater than $1.3 \times J$.

The Association has NEVER had any query in respect of the previous wording, and general knowledge (plus less than 2 minutes via Google) clarifies that the LP/J ratio is what matters. The CYCA website guidance on handicaps has been updated to match, and the latest Handicap Application Form includes several other small refinements to resolve recently-encountered queries.

Follow these links to see the latest form www.cyca-online.org.uk/Handicap.pdf
and the website Guidance on Handicaps www.cyca-online.org.uk/SNandHC.htm

2. Race Management Guidelines

Another couple of incidents require us to further re-emphasise points already clearly addressed within the Race Management Guidelines:

- Y Courses MUST NOT be set using Middle Ground or Safe Water navigation buoys as rounding marks. This is because these marks are, by definition, in the middle of shipping channels. Specific buoys NOT to be used include Whiteforeland, Ashton, and Loch Long.
- Y When using laid racing marks, these MUST NOT be laid either in shipping channels or adjacent to shipping channels when, to round them, yachts would need to cross and then re-cross the channel and potentially bunch at or close to a channel.

It is essential that we maintain good working relationships with Clydeport, QHM, the ferry operators and other important co-users of the river. Please ensure that these requirements are passed on to your Race Officers and that compliance with these points - and the rest of the guidance is not treated as “optional”.

Follow this link to website Racing Guidance www.cyca-online.org.uk/Racing.htm

We hope that your respective seasons are progressing satisfactorily. And fingers crossed that the weather recovers to the balmy days (missed by some of us) enjoyed in June. If you have any questions or concerns regarding the two points above please contact the office.

Donald McLaren

Hon Secretary