



THE CLYDE YACHT CLUBS' ASSOCIATION

Hon Secretary, PO Box 5438, Helensburgh G84 8WH.

tel/fax:+44(0)1436-821234, e-mail: office@cyca-online.org.uk

NEWSLETTER

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Thanks to just about everyone for settling subscriptions and Handicap Manual accounts promptly this year. Gentle reminders are attached for the few who are outstanding.

As we approach mid-season it is opportune to remind clubs that the Autumn Delegates Meeting, in late October, will seek as always to appoint office-bearers for the association for the year ahead. We are encouraged by the number of new faces appointed to the Executive Committee this season, but continue to require one or more candidates for the role of Vice Chairman to ensure continuity in the future. The current Hon Secretary having completed 6½ years in office, there is scope for a new face in that role too!

Please consider whether your club has any candidates who might be able to assist. The association's normal business runs fairly smoothly, and the office-bearing roles are not unduly onerous - but a time comes when it is appropriate to share them around.

There is one open item of business to which we would like to draw your attention:

HANDICAPS FOR ONE-DESIGN CLASSES

For many years the CYCA Handicap System has acknowledged that it is inappropriate to require individual certification for all boats of a CONTROLLED ONE DESIGN class. If owners are subscribing to a Class Association, and compliance with one-design rules is being monitored, it was felt that requiring individual certification was overkill.

Two caveats apply:

1. There must be evidence of a meaningful one-design class infrastructure, with measurement and sail plan controls which ensure uniformity.
2. There should have been a "reasonable" historical contribution to CYCA Handicapping to give payback for the on-going need to keep the one-design class correctly slotted into the overall system. Typically 6 or more individual handicaps have been bought.

Using these criteria, currently recognised one-design classes are Piper, Gareloch, Loch Long, Impala, Sonata, 1720 and Sigma 33.

Recognised but in abeyance (due to lack of active fleets) are Etchells, IOD, and Dragon.

Currently under consideration is the emerging Sonar class.

Race Secretaries are requested to note this situation, and to refuse entries for racing under CYCA Handicap for boats without certificates which may well be “one-design” but do not meet the criteria set out above. Recognised One Design fleets are listed in the Yearbook. In the occasional event of a class becoming “recognised” mid-season we will promulgate this information.

Failure to operate the handicap system in this fashion results in lost handicap revenue to the association, which in turn leaves any deficit to be recovered in the long term by increased club subscriptions.

Please help us to maintain the (hopefully!) even-handed and balanced approach to handicaps which we have striven to manage over the years. Any handicap system will have its critics, but the CYCA Handicap System has stood the test of time as a useful and low-cost basis for club racing at all levels.

Sermon over. We hope the balance of the season progresses well, and look forward to your flood of nominations for roles in office!

Best wishes,

Donald McLaren

Hon Secretary.