

Model Yachting Association

Chairman:

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Lester Gilbert
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Dear Lester

I am pleased to advise you that, over the course of the last few months and in particular at the last Council meeting, the full MYA Council has reached a general consensus that the setting up of the IOMICA should be fully supported.

However, quite a number of detailed concerns have been aired at some length and it would be useful for you to comment on and provide clarification on these concerns where possible.

There is some confusion regarding the exact state of the various Constitution and Regulations that you have asked for comment on.

The large amount of papers being made available on the website has created its own problems. Members in many cases do not like to see big brother dictating to them how they should go about their sailing and it may have been better to have established a Class Associations or National Class Associations first before creating an International body.

The Council notes that efforts to set up International Classes have failed in the past, and we are keen to see this does not happen with what is the most widely sailed class in the UK.

Members are regularly writing into Council mentioning in many cases that they hope we do not go along with the IOMICA idea. However Council realises that we must progress and hope we can overcome some of their uncertainties. The way information has been made available particularly over the website we believe has caused a great deal of concern.

The MYA would be happy to be considered as the organisation to oversee the NCA. But and it is a big “but” there is a great deal of concern on how the NCA organisation might be set up.

The matter of finances and how an NCA might finance itself are a major consideration as the MYA would need to see the Class being capable of surviving on its own merits, and not relying on the MYA to use its own funds raised by its membership.

If we are expected to circulate members as you mention in the Constitution, provide accounts and raise funds through Championships, registering boats and paying for services and regulations, then there will be considerable costs and expenditure.

The further ramifications of costs, resources, manpower and time scale affect the other Classes especially the Marblehead and A Class. In full size yachting, on which you are basing your model; skippers mostly sail one yacht and one class, thus limiting their exposure. In our case we often sail many classes and have limited manpower with which to undertake the necessary work to be successful.

Should only a few people join from each Country then the rules could be handed over to a few commercially stimulated members, and this could have a disastrous effect on the average club member, let alone the original concept of the Class.

We certainly cannot expect in the early stages to rely on email to assist us in cutting communication costs, as you seem to imply. The Council has identified many areas where problems exist when trying to use email in its own business.

When considering IOMICA or IOMCA costs, they is still no definite figure as to what the membership will be expected to pay, this in turn has lead to all manner of disrupting guesses that have not helped the situation.

It is essential that there is a smooth transition between those that wish to become members of IOMICA and those that do not, but wish to see the Class they sail continue. We have a large number of members in this Country who sail IOM and whilst we would love to see them all climb aboard the new organisation in reality we all know that this will be far from the case, especially in the early stages. If the MYA and IOMICA are to see the Class continue to grow then we must prove to the membership that everything we do will not harm the Class or disrupt it for the average club membership.

IOMICA requires the NCA to duly elect a committee under the guidance of an NCS. Therefore will this need to be separate from the MYA or will the MYA be expected to set the Class in motion only to see it taken away once all the initial setting up and spadework has been done.

The latter course of action will stop or restrict what action the MYA can take to keep them onboard thus removing the MYA's ability to promote the whole idea of radio control and vane sailing to a wider audience. This action would seriously weaken the MYA and its membership numbers and model yachting in the UK.

I am sure that, after all the hard work you and your team have put into developing the Association to its present state, you are disappointed to see such a small response from across the World. However communicating to the membership such a major change is not easy, assimilating the constitution and regulation documents is something that very few people will willingly undertake. I am sure that all of this is contributing to slower progress than you might have otherwise expected.

The MYA would like to support the idea of International and National Classes however maybe an extension of the consultation period might be useful. Giving time to identify and simplify issues outstanding at various stages in a way that would allow more input from the club sailor. The MYA Council has had long experience of the difficulty of engaging the club sailor – the magnitude of this should not be under estimated.

These are a few of our concerns there may well be more waiting to emerge from the MYA membership.

We would be happy to meet up with you to discuss further developments; in the meantime we shall be forwarding this letter to RSD and DM's around the world.

Kind regards

Mike Clifton
MYA Chairman