

SAIL FREE

THE EDITOR WITH NEWS FROM THE R/C SAILING SCENE



ABOVE: Martin Houlton's Raptor, winner of the 2007 MYA championships, as described in the text, neat design superbly built and rigged

We return to the smaller classes in this issue, not only in size but also in some cases in numbers of boats currently racing and sailing at all levels. First stop is a class which saw the glint of a slight revival a few years ago, causing the MYA to redraft the class rule, but which sadly has fallen back again to a few diehard skippers.

R36 NATIONALS

The R36 Nationals of 2007 were originally to be hosted by the Mid Thames Club and to be run at their Beale Park venue in Berkshire on the 29th July 2007. All the preliminary work such as collating entries, appointing race officers, scorers, line judges etc. had been completed by the club. Unhappily, despite all the effort, only 9 entries were received by the closing date, but it was deemed

that such a small fleet would still make a viable proposition.

A week prior to the event torrential rain fell in the Worcestershire, Gloucestershire and Thames Valley areas bringing some of the highest flooding on record. Nearly all the flood plains in the area eventually discharged into the River Thames itself. The Thames is the water source of the Beale Park Lake itself through a cutting allowing river craft into the Park. The Department of the Environment and other agencies put various flood alert warnings in place but local knowledge predicted that Beale Park Lake would escape the flooding; it was not to be!

On the Thursday before the event it was obvious that the event would have to be cancelled and Mid Thames started to phone entrants to that effect. The first skipper to be contacted was Noel Donaldson,

Secretary of the Oxford Club. Noel arranged a stay of cancellation until he had contacted the Watermead Club whose lake was known to be relatively unaffected by the storms and was also available. There then followed a joint operation by the two clubs to save the event.

All the entrants were contacted informing them of the change of venue although two skippers had to decline, thus reducing the entries to seven. David Issett of the Watermead Club was volunteered as Race Officer and members of Oxford MBC provided observers, line judge and scorer, leaving skippers free to concentrate on sailing.

A blustery southerly wind made rig selection something of a lottery with a top rig sometimes the obvious choice and then almost a storm rig desirable by the end of some races. Any infringements or protests (and there were plenty of them mainly due to the blustery

conditions) were all settled on the water in the usual amiable 36 manner.

The yachts were a mixed bag of the usual 36 designs although two 'Raptors', which is a new design in carbon fibre, were in the hands of the designer, Martin Houlton and that 36R stalwart, Vernon Appleton. Sixteen-year old Greg King of the Oxford Club was sailing his first MYA event using a borrowed, twenty five year old, Oliver Lee 'Pronto'. Greg has had no little success in the 'Fiesta' class and has been sailing a borrowed 1 metre for a few months. He was soon to find that a short fin 36 has very different sailing characteristics to either of the two yachts he has used up to now.

It was fascinating to watch his steep learning curve throughout the day and towards the end of the event where he was gaining points from being in the first three, finally getting into fifth position. He has a new 1 metre on order so his progress will be fascinating. After sailing eighteen heats in difficult conditions, it was Martin Houlton with his 'Raptor' who took first place while John Torrance and Noel Donaldson were joint second. John Torrance took the newcomers bowl.

This event was only saved by some extraordinary efforts by the various clubs involved, which makes the lack of support in the R36 class all the more disappointing. The class itself is cheap and simple which makes understanding its lack of popularity all the more puzzling.

MARTIN HOULTON'S RAPTOR

It must be a very satisfying feeling to design and build a completely new yacht and then win a national event with it, but this is exactly what happened to Martin Houlton of the Solent Club. Martin is a keen MYA member who retired fairly recently and now devotes a lot of his time to model yachting. His R36 sailing started with an Oliver Lee 'Pronto' built in Kevlar, one of the very few that were made (the writer has one). Although the Pronto is a fast and competitive boat, the decision was made to build an entirely new R36 to his own design. In



ABOVE: Maximo Lange with his design Puma, now available as a two sheet plan with complete dimensioned details of all parts, Ref MAR 3291, Price Code T, from MMI Plans Service, Tel: 01684 588500



ABOVE: A RG65 class start at last year's South American Championships meeting



ABOVE: Two new Pumas being completed from the hull mouldings now listed by PJ Sails in Poole, Tel: 01 202 744101. The MMI plans are visible under the hulls



ABOVE: Christian Roessner's superbly crafted original design, Wally 65, one of a number of new boats sailing in Chile



ABOVE: PJ Sails also have available the fin blanks and ballast castings, as well as sails of course, for the JIF65 and also the new MMI design Puma. See their website www.pjsails.co.uk

any case a fellow club member coveted the Pronto!

GRP was the obvious build material, and builder's foam chosen to form the plug. The foam was shaped using a variety of saws, files and sandpaper, then the finished shape was covered with a couple of coats of fibreglass tissue and sanded smooth with wet and dry. Any small defects were made good with body filler and when finally finished, a mould was taken from the plug. Unhappily the design was not a success with the bow and freeboard too low, both contributing to a stifled performance.

After the initial disappointment it was literally 'back to the drawing board'. Martin looked to the 'Pronto' for inspiration and then started on a new design. This time he went for a narrower transom and more freeboard plus more beam forward of the fin. The midship section is also more rounded than the Pronto.

The new plug was made from special hard foam used by a local boat builder. This turned out to be a very different material to the original foam,

and proved very hard to work. A 'Surform' type file had little effect on the new foam, especially when used flat. A heavy woodworking rasp from the local ironmonger provided the answer and when used in conjunction with a saw and coarse sandpaper, the material could be worked to the new design shape; a fibreglass mould was then taken from the new plug.

The new hull was moulded using clear resin and a rather coarse weave of 200 g carbon fibre (all that could be found locally) and the deck was also moulded from the same material. Strengthening was built into the bow and stern areas plus a double thickness of C/F in the area of the fin. The fin itself is also C/F using a six-pound lead. The lead was cast at home using a mould made from builder's mortar. It is cast horizontally in two pieces and when cooled the parts are bonded together. Martin assembled his own rigs with material bought from Sails Etc. while the deck fittings and other items are from PJ Sails. Martin also made his own sails using material also from PJ Sails. A Futaba drum winch



ABOVE: A completed Puma, hull planked in balsa and completely home built, ready to race



ABOVE: Geof Portlock's brand new JIF65 out for its first sail, in almost nil wind all day! See May 2007 for more details.

provides the sail control and a standard servo operates the rudder.

As can be seen a lot of work has gone into this project but it has the immense satisfaction of proving a race winning design. It does not stop there though as Martin is now going the same route to build a Marblehead. There is truth in the adage that in retirement you wonder how you had time for work!

RG65 CLASS

We featured a simple chine balsa hulled design to this class in the May issue of MMI, and published an extensive building manual in that issue to complement the very detailed plans which can either be purchased from Traplet as printed paper or downloaded off the MMI website. The idea was to promote the simple to build and fit out the chine hull design named JIF65, which makes a nice small project in its own right and might well be adopted as a club one design.

Since then we have had a number of enquiries about the RG65 class, which has very simple overall dimensional limits. The class is for monohulls of no more than 65 cm in length, with a maximum of 350 sq in of measured sail area and mast height limit of 110 cm. The original 'concept' was a half size Marblehead boat and in the same way that the bigger

class can embrace everything from a simple chine ply hull to a really complex moulded hull, so this is the case in the RG65 class.

We have now sorted out an English language version of the plans of a round bilge plank on frame design named Puma which we are covering in great detail in the MMI Plans and Construction Guide to be published at the end of November. This article will contain a very detailed photomontage of the hull build from frames to completion and has been placed in that issue so as to complement the plans listings we offer for all types of R/C model boats and ships.

The designer of the Puma is Maximo Lange, an Argentinian, who has also set up a good website for the class and produced a number of different designs. The class has its origins in Argentina and has since spread to other countries so that there is an international website with sections covering Argentina, Brazil, Chile, France, Germany, Portugal and Spain where there are small groups of boats in specific locations. The IOM class in Brazil is still quite small, but in September Brazil will organize a first national championship.

Even with very few races because of the distance involved for the existing skippers, there are some new boats and designs in the RG65 and some

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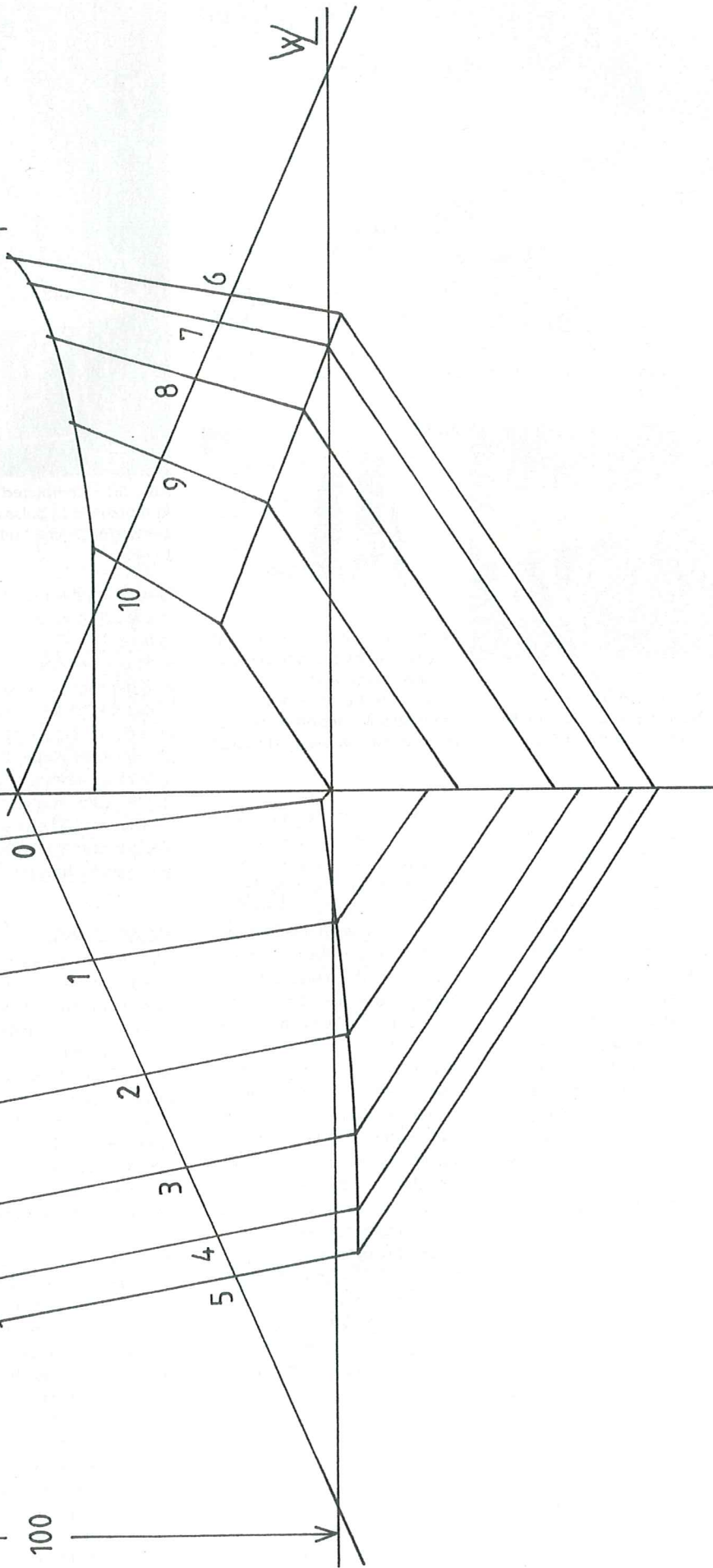
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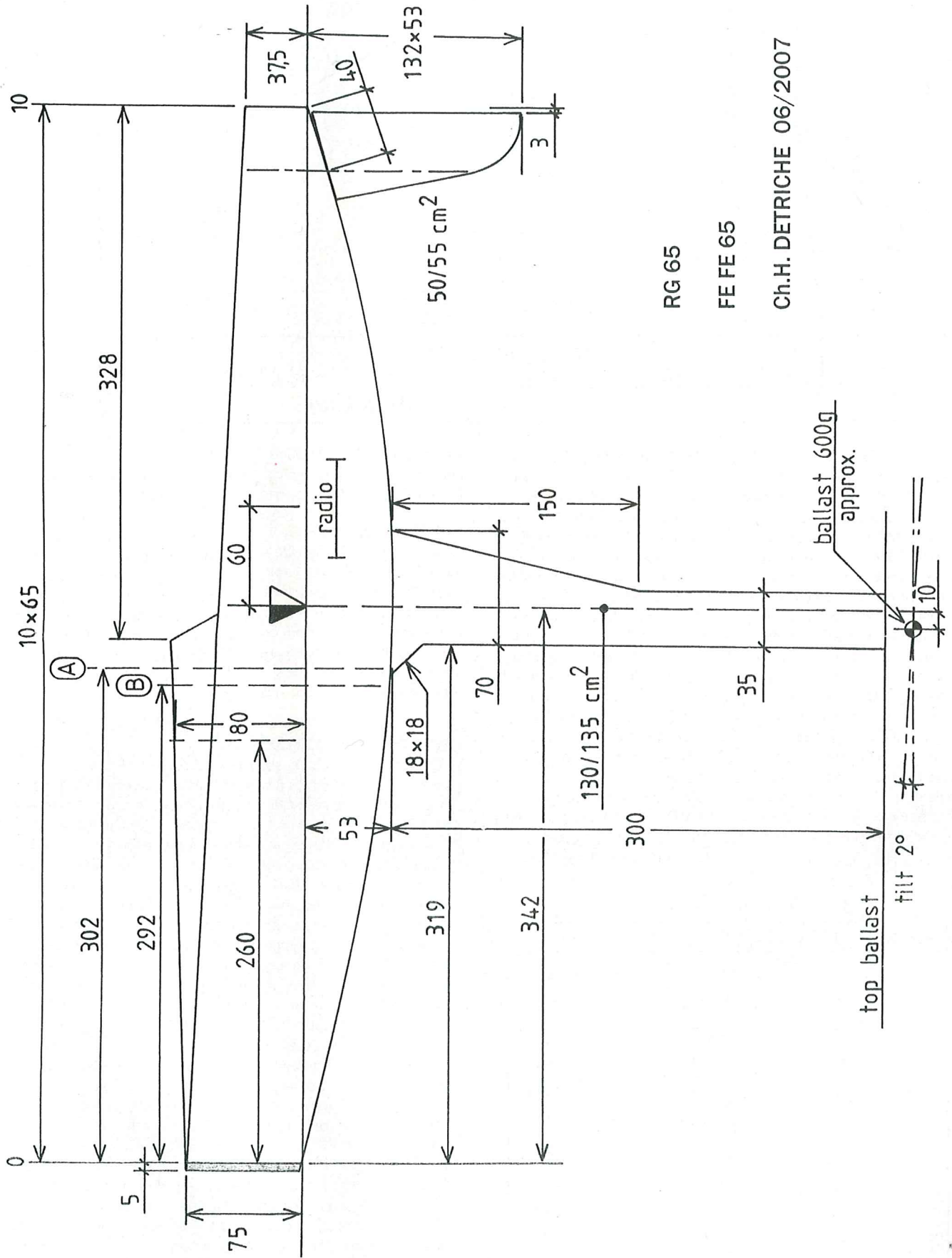
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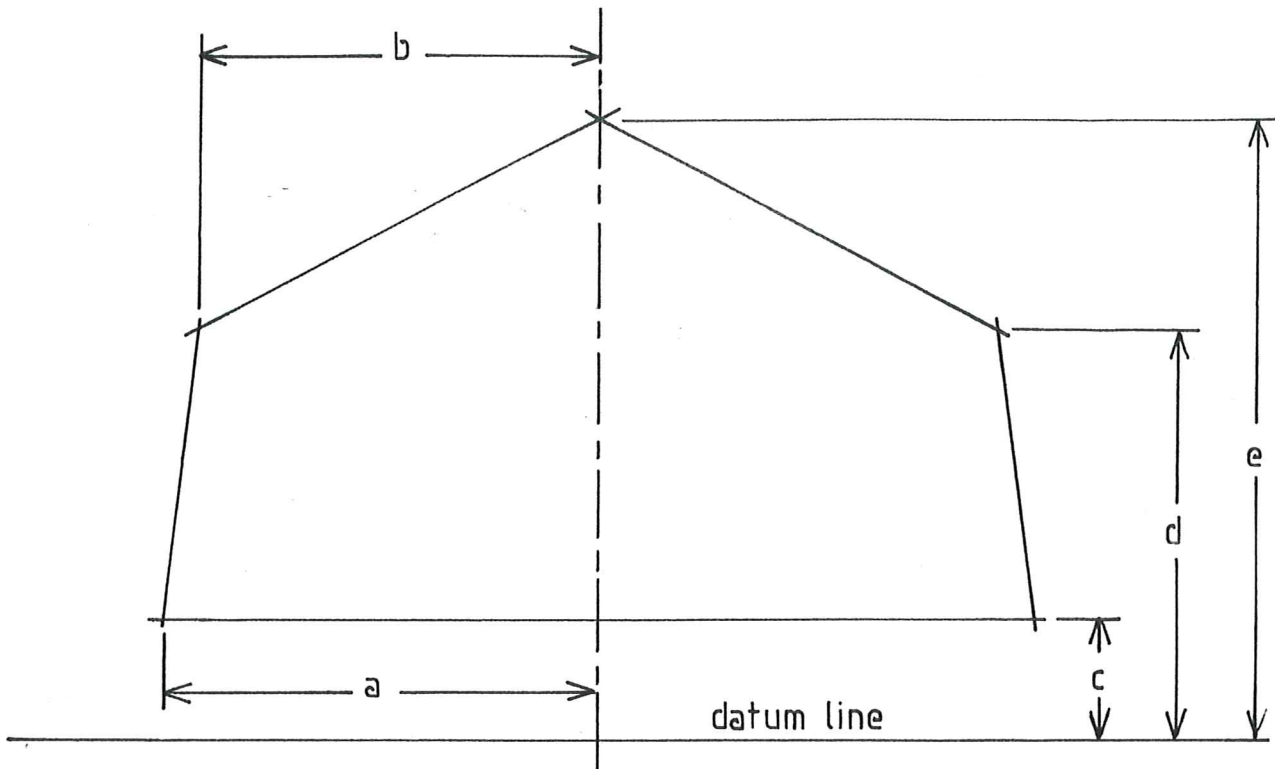
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Ch.H. DETRICHE 06/2007

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new people entering in the class. In November the first national championship will be held in Gastar at the same place of the South American Championship for IOM- ULY which was reported earlier this year.

In Chile there is a little boom in this class, many boats being built and a lot of experiments are going on. Fleets are growing constantly, faster than the 1 Metres. The Chileans also have a mould for one design, which will obviously help with numbers. In Germany there have been some very 'hi-tech' hulls built to a new design, but also some copies of the existing published designs.

RG65 IN THE UK?

We have seen a JIF65 built from the MMI plans and the hull of another in the boot of a car at the lakeside and heard of others under construction. As a result we have persuaded the RG65 website to extend the NCA section to include a section for GBR, and your editor has agreed to act as registrar of boats, allocate numbers and generally assist with any queries. The website is at: www.rg65.com, and you should then click on to the ICA and NCA sections.

We also now have an accredited copy of the class rules in English, which can be sent as an email attachment to any

interested MMI readers and builders. Send a mail to chris.jackson01@btconnect.com

FRENCH RG65?

Our old friend Charles Detriche has been hard at work producing some sets of lines to this class rule and for those of you who can work from only the barest information we are printing here reduced scale drawings for his FeFe65. This

is a hard chine hull and the building methods will be very similar to the JIF65 for which we published the manual back in May so this may help other potential builders. The letters A and B on the side elevation refer to the two rigs he has designed as part of his studies. We hope to publish this in our next issue. Also, send a SAE to the Editor to receive further details.

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section	a	b	c	d	e
0	9	1,5	25	98,5	100
1	31,5	21,5	30	100,5	115,5
2	51	39,5	34,5	102	129
3	67	55,5	38,5	103,5	140
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6	85,5	76	49,5	102	152
7	82	71	52,75	100	146
8	73	61	56	96	135,5
9	59,5	46	59,25	90	120
10	39,5	27	62,5	82,5	100

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MYA PRESS RELEASE

Developing from our association with the Royal Yachting Association and the success of the Micro Magic yachts on the indoor pool at the Alexandra Palace with adults and children alike the MYA have teamed up with the National Maritime Museum Cornwall at Falmouth to expand the links with children and radio controlled sailing on the NMMC boating pool. The radio control yachts are a magnet for all visitors to the museum and the MYA have installed an information panel which highlights the advantages of early involvement with radio control sailing and the services and activities offered by the 90 MYA Clubs throughout the UK. Adjacent to the panel is a supply of leaflets outlining how to get involved with radio sailing and the MYA.

The MYA Footy, a twelve-inch, low cost yacht has created considerable interest in the last year. Next year this design will be incorporated into the Recycled Boat Race held at Gosport, with boats made from bottles, plates, plastic bags, sticks, tape and string built by children from the local play groups that are organised in the summer holidays by the Gosport Borough Council.

The concept of yachting and recycling is another aspect the MYA and the NMMC have in common. The museum organises a series of events for local schools where demonstrations and talks lead to the children exploring the aspects of materials and their properties when applied to boat building. The children are encouraged to design and build boats made from various waste materials under the heading of Scrapheap Challenge and when finished test the boats performance in the NMMC pool at Falmouth Cornwall.

Robert Hobbs, Publicity Officer, MYA ■