



Harold Dovey with *Sula*, winner of the British Marblehead Championships, sailing against *Shogun*, N. James. Photo by A. J. Roberts.

Racing started on Saturday at 2 pm. Mr Ken Jones, the OOD, welcomed competitors and said that he would complete one round, and as much of the second as possible. There was a slightly stronger wind for the start of the race, there had been very little during the morning. It was blowing from the far end of the lake, and this meant that there was a wind shadow from the factory, (this affected the finishing line, and also meant that the first leg was a bit tricky, the yachts did not point very high up to the first turn, and leeward boats in particular fell off towards the starting line. However the wind did gradually strengthen and eight boards were sailed by 6.30. Two of the Bloodaxes finished at the top, *Axtung* with 38/40 and *Puddy* with 35/40. Both skippers had found good trims straight away, and only dropped runs. Nearly all competitors were happy with the wind, not too strong, but steady enough to let them keep a trim throughout the afternoon.

At 9 am on Sunday the wind was straight down the lake, but lighter than Saturday. One skipper had to return home, Mick Harris once again found that misfortune seems to follow him at Marblehead Championships - his daughter was taken to hospital. Brian Jones, however, took charge of *Axtung*, with the kind assistance of Don Bush. The slight change in wind meant that there was a change of leadership, *Kimo Sabe* only dropping one beat, and *M-4-Sis* two beats during the day. Quite a few skippers found that their boats did not respond as well in the lighter winds, and the choice of tall or top rigs was a difficult one to decide on. During the afternoon the wind continually swung from side to side at the top of the lake, so it was a matter of luck if spinnakers were flown from the right side of the boat while running down the lake. There was an unfortunate breakdown, the keel of *Assassin* snapped, and Charles Robertson was helped to repair it by Birkenhead Club members. It was *Assassin* that flew the most outstanding spinnaker, made of aluminium foil, and seeming to be the widest most people had seen.

At the end of the first round the leader was Peter Maskell sailing *Kimo Sabe*, with 92/105, and *Axtung* second with 78. However after two more boards the racing finished for the day, and *Kimo Sabe* had 102, but Walter Jones sailing *M-4-Sis* had worked his way up to second place with 87. Walter Jones is always a competitor to be treated with respect, he can very rarely be kept out of the prizes.

The wind was slightly stronger on Monday morning, and Mick Harris returned to try and retain the trophy. Once again fortunes swung, Peter Maskell still got most of his beats, but had trouble on the runs. Mick Harris was not happy with *Axtung*, and young Martin Roberts was pleased to get three out of him, with his Bloodaxe *Pad-*

*lington Bear*, Gordon Griffin was having a good day with his yacht, *General Synopsis*, he had the boat going very fast to windward. However the best combination of the day was Harold Dovey/Bill Sykes/*Sula*, and Arthur Geeson/Don Hardwicke/*Wombat*, both getting 55/60

Racing finished at the end of the 14th heat, and at this stage *Sula* had worked up to joint-first place, 138 points, with *Kimo Sabe* on the same total. Two beats were sailed, *Sula* winning the first one from windward, and then sailing through to win from leeward. There was also a sail off for fifth place, the two Bloodaxes *Axtung* and *Puddy*. This time both won a beat, so the place had to be decided on the run, which *Puddy* narrowly won.

The winning yacht *Sula* had been consistently well sailed all weekend, the boat gradually improving as the racing went on. Bill Sykes must have been well pleased with the performance of both his designs, as *Wombat* finished third, having sailed really well on the final day. Other top skippers had been in the prize lists in previous years, but it was very encouraging to see so many juniors sailing. Those skipping their own boats did very well, but there was also great keenness in junior mates, one hopes they will all keep on with model yachting.

By the end of the race all competitors were tired, it had been a lot of racing during the three days, but the officials must also have been very weary, and all thanks must go to them, from the OOD down to the bank judges. Without these 'volunteers' there would be no Championships, but unfortunately there are not very many willing to give up a weekend to supervise races.

Joyce Roberts

Sheffield Ship Model Society Annual Regatta, 3rd August  
The above event at Millhouses Park was once again blessed with excellent weather despite the poor summer we have had in 1978. As before, the regatta was divided into two parts, first R/C scale followed by R/C speed steering.

The regatta is held in a public park, with the permission of Sheffield's Recreation Department, the water being a wadeable 140 ft square pool normally used for children's paddle boats. One side of the pond was screened off for competitors use, giving the public access to the remaining three sides. This location plus pre-regatta publicity in the local press and radio stations usually ensures a good crowd of spectators. This year it was estimated that over 400 people were watching for most of the day.

**SOUTH YORKSHIRE R/C SCALE EVENT**  
Encouraged by the success of last year's scale event (Jim King's column - November '77) we hoped to make a real splash this year. The South Yorkshire County Council generously gave a magnificent trophy for this event (an identical one was also used in the South Yorkshire 50 Multi-race). This trophy must be returned each year, although medals are permanently presented for the first three positions plus a junior trophy.

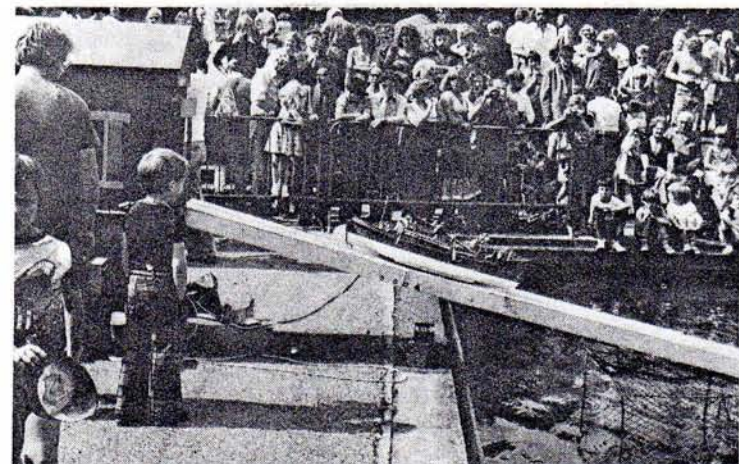
A lot of discussion has taken place on the scoring system for a scale regatta. Based upon our Society's experience and other clubs' ideas we devised the following system:

Sailing course (4 obstacles)	40 pts
Static judging (amount of work, quality of work, finish, ingenuity)	40 pts
Scale judging	20 pts
<b>TOTAL</b>	<b>100 pts</b>

The sailing course was divided into four separate obstacles, with 10 pts being awarded for each, points being lost as follows:  
(1) Harbour 1 pt each collision  
(2) Zig-Zag 1 pt each collision or pair of buoys missed  
(3) Channel 1 pt each collision or miss; 5 pts if astern sailing omitted  
(4) Dock 1 pt each collision; 4 pts if not stopping within dock

		Skipper	Club
1.	2161	<i>Sula</i>	H. Dovey
2.	2323	<i>Kimo Sabe</i>	P. Maskell
3.	2341	<i>Wombat</i>	A. Geeson
4.	79	<i>M-4-Sis</i>	W. Jones
5.	2632	<i>Puddy</i>	K. Roberts
6.	2122	<i>Axtung</i>	M. Harris
7.	2713	<i>Flying Saucer</i>	K. Armour
8.	2542	<i>Shogun</i>	N. James
9.	2264	<i>General Synopsis</i>	G. Griffin
10.	2232	<i>Paddington Bear</i>	M. Roberts
11.	2716	<i>Dr. Syntax</i>	J. Brooks
12.	2328	<i>Mistral</i>	J. Bush
13.	F237	<i>Samedi 14</i>	T. Bayard
14.	2630	<i>Orange Juice</i>	G. Reeves
15.	2695	<i>Chris-E</i>	C. Elliott
16.	2462	<i>Nothing Yet</i>	R. Etheridge
17.	2653	<i>Grand Slam</i>	C. Newport
18.	1880	<i>Dissido</i>	W. Poole
19.	F227	<i>Reims</i>	D. Lagarde
20.	2718	<i>Martell</i>	J. Sixsmith
21.	2453	<i>Lady Diane</i>	R. Noble
22.	2682	<i>Assassin</i>	C. Robertson

Design	Sat.	1st Round	Sun.	Total
W. Sykes	25	76	83	138
Illusion	32	92	102	138
W. Sykes	25	63	71	126
Norsworthy	22	77	87	120
Bloodaxe	34	68	75	117
Bloodaxe	38	78	81	117
D. Hollom	21	61	64	102
Ashanti	26	63	69	100
Bloodaxe	19	46	48	97
Bloodaxe	17	52	36	95
Bloodaxe	28	53	60	94
Norsworthy	12	51	54	90
Lahure	25	55	61	88
Dicks 247	19	48	51	85
Creed	22	50	53	77
Own Design	23	48	50	69
Mod. Stollery	17	41	44	64
Shepherd	4	35	37	59
H. Briggs	9	29	33	48
Laird Shields	8	32	35	47
Illusion	5	12	17	26
Own Design	9	21	21	24



Above, Ted Potter's well known lifeboat display gets under way at Sheffield Scale Regatta. Right, towing in the distressed fishing boat. Photos by Glynn Guest.

If an entrant lost the maximum number of points before clearing an obstacle, he could proceed to the next obstacle, the idea being to prevent someone from losing all his points if he became stuck in one obstacle.

The static judging was fairly self-explanatory but the scale section, where accuracy of hull shape, superstructure, colour and proportions was to be assessed, required some form of scale proof. Any model without such proof was unfortunately penalised as the judges had no yardstick by which to measure the accuracy of the model. Incidentally we accepted that out-of-scale rudders and propellers are often essential to produce a satisfactory working model, and therefore did not penalise these items under scale accuracy.

The static judging was carried out by three people, the aim being to strike a balance between judges knowledgeable in both full size and model practice. Irvin Mettam, a founder member but alas no longer active in our Society, gave the necessary experience of full sized vessels. Our own John Tyree, who can build good scale models as well as multi boats, stepped in at the last minute to provide model boat expertise. Last but definitely not least was Councillor Ray McElvenney who volunteered to act as third judge. He admitted no great knowledge of either full size or model boats but performed a valuable service by evening out any possible extreme views of his fellow judges. (It was also nice for him to know just what his County Council were giving us trophies for!). Whilst the judges were able to discuss each model between themselves they awarded individual points in each category. Differences of opinion occurred, but an examination of results after the event showed that none of the three judges had any bias towards high or low marking (perhaps this indicates that, within reason, however scale models are judged, the best will win).

Two copies of the rules were displayed along with the sailing course for all to see. These rules were based upon commonsense and past experience, e.g., must have a radio licence, sail when called, etc. Only one rule might be considered unusual. This was that a model could win the South Yorkshire Trophy once only. This was to encourage entries by avoiding the situation of the same few models winning the trophies each year.

As with all non pre-entry events, the number of contestants was a mystery. We expected 20-30 but in the event 36 models were entered; a very good turn out, one chap even came from Kings Lynn. Perhaps even more encouraging was the fact that 10 entries were from people not associated with any model boat club. Let's hope they enjoyed the regatta and now join their nearest club.

Prior to the start, each competitor filled in an entry form which in addition to his name and address, included details of the model and its construction, i.e., kit, scratch built, etc. This not only helped the static judges when assessing each model, i.e., the amount of personal effort and skill involved with the model, but enabled details to be given over PA when sailing. Incidentally, we make every effort to inform the spectators not only about the competition, but also general comments on our hobby and society which seem to be much appreciated. I am afraid that some regattas appear to be spoilt by the poor usage or lack of PA systems.

As before I was obliged to sail first to demonstrate the course. Despite one or two close shaves I managed a clear round to get the full 40 points, after which the sailing continued at a brisk pace. As each model was given a numbered sailing position so designed to avoid a radio frequency clash with adjacent models, we could sail two or three models at once. This not only enabled us to sail within a reasonable time period but certainly made it more interesting for the spectators. Despite this type of sailing course still being somewhat experimental, no serious problems arose except perhaps in the astern section of the channel, but since a wide range of models from portly tugs and lifeboats to slim warships could sail astern under control, it may be a matter of technique rather than model characteristics.

A surprising and welcome variety of models was entered. The usual tugs and lifeboats being supplemented by fishing vessels, motor yachts, launches and warships. One cannot describe all the models entered but two were certainly memorable to both competitors and spectators when they sailed. John Hollis entered a 12 gun brig which gave us some headaches on the sailing course. In the end we said "Sail back and forth under control for full points". The variable wind and limited rudder effectiveness prevented this so we awarded half points (20) only. The second model was Tony Ventress's R/C duck *Fred!* Built around a

plastic decoy model *Fred* sailed or rather waddled, around the course flawlessly, much to the amusement of all - if this keeps up we will have to have a special award for R/C creatures!

Immediately after sailing, each model was presented for static judging. Here a backlog quickly built up, as due to the number of models and high standards each model required a careful and detailed examination. Again, our thanks to the three static judges who were the hardest-working people of the day; in fact judging ran on well after the sailing was over.

When the judges were finished all the scores had to be calculated. Thank heavens for pocket calculators. Space doesn't permit details of all 36 entries but the table below gives the first 12 positions, which conveniently includes the junior winner.

Pos	Name	Model	Size (inch)	Sailing Pts	Static Pts	Total
1	L Senior	<i>George Breusing</i>	48	39	53.8	92.8
2	G Walker	<i>HMS Trafalgar</i>	50	36	51.1	87.1
3	G Guest	<i>HMS Dido</i>	42	40	44.0	84.0
4	R Gilding	<i>Pilot Boat</i>	34	40	41.5	81.5
5	C Smedley	<i>Barnet-Stromness Lifeboat</i>	39	37	42.8	79.8
6	I Leeson	<i>Cabin Cruiser</i>	36	32	47.5	79.5
7	B. Murch	<i>Bugsier Tug</i>	32	31	48.3	79.3
8	G. Guest	<i>HMS Lagos</i>	32	33	44.6	77.6
9	L. Melngalvis	<i>Police Launch</i>	20	40	35.3	75.3
10	A. Tyler	<i>Aran Ferry</i>	52	34	39.8	73.8
11	A. Murch	<i>Elke</i>	26	40	33.3	73.3
	C. R. Handley	<i>Nordkap Trawler</i>	30	30	43.0	73.0
12	W. Heslington	<i>Pathfinder</i>	45	20	53.0	73.0
	J. Wells	<i>Police Launch</i>	26	33	40.0	73.0
	B. Jones	<i>HMS Brave Borderer</i>	36	38	35.0	73.0

Once again Les Senior's excellent German lifeboat took first place (better build a new model if you want to win next year Les!). Our society managed to win second and third places; G. Walker's *HMS Trafalgar*, a battle class destroyer, was extremely good, especially as it was only his second R/C scale model! By dint of good sailing my own *HMS Dido* managed to get into third place. The junior prize was won by Andrew Murch with his *Elke* fishing vessel, which managed a very creditable eleventh position.

As for the other scores, you can see how close they were. In several cases their positions would have been greatly improved if sailing points were not lost. Also note the wide variety of models in the top twelve, in terms of prototype and size, which suggests that our society's ideas are on the correct lines.

Before the speed steering event we were fortunate enough to have Ted Potter's renowned lifeboat demonstration. For those who have never seen it before, it goes like this:

- (1) Fishing vessel sails around, catches fire (dense smoke), stops and fires distress rockets.
- (2) Maroon fired from lifeboat house, lifeboat launched down ramp.
- (3) Lifeboat goes alongside fishing vessel to take the crew away to land them ashore.
- (4) Lifeboat returns to fishing vessel, fires grappling hook and tows it in.
- (5) Lifeboat winched back up ramp into lifeboat house.

This was the first time that we have had such a demonstration at Millhouses and the spectator response was tremendous. In fact we had a collection afterwards and raised £20 for the RNLI. We must try to include a similar demo next year. Ted Potter is not available. Any other group(s) free in August 1979? If so please contact me.

The speed steering event attracted 12 entries including seven from the home club. Unfortunately the weather began to deteriorate with occasional light showers, which resulted in the loss of most of our spectators. Two runs were given to each entrant, the highest single score counting. Despite the challenge by Sheffield members, Les Senior, not content with winning the scale event, scored 55 points to take the first place. Les was using an electric model, a *Sea Ram* with 20 nicads I believe, which certainly opened the eyes of a few 'dyed in the wool' I/C boaters. Mac Eason came a close second with 52 points, J. Harrison coming third with 46 points.

Well, this closes the report on Millhouses '78 which we hope everyone, spectators and contestants alike, enjoyed as much as we did. We are still surprised at the turnout for scale which has grown tremendously over the last few years - four entries in 1976, 19 in 1977, 36 in 1978 - if this keeps up we had better plan on 50-plus next year!

Glynn Guest