

Manx Model Boat Club

Mannanan Event Format & Competition Rules as agreed at the Annual General Meeting 25th November 2010.

Event Format

Reduce the Mannanan Event to 2 days over the last weekend in June 2011.

Day 1, Saturday, at Onchan Park with a Steering competition to be held in the morning over 1 round and a Tug Towing competition to be held in the afternoon over 1 round.

Day2, Sunday, at Silverdale with an 'On the Water' competition to be held in the morning followed by Scale Judging from about mid day onwards on the side of the pool. During the scale competition, allow free sailing on the lake for those boats not in competition, subject to frequency control. The final event on Sunday will be the fun competition after all judging has been completed.

Evening meal & prize presentation to be held on the Monday evening, however a pool side presentation can be made for any visitors who are unable to attend the evening event.

Scale Competition

The club will continue to hold 2 competitions with Mannanan being the main competition with the club competition based on similar rules.

Classes

Reduce the classes to Scratch Built, Semi Kit, Kit, Static (including dioramas) only.

All models to be judged together so that for example a scratch built lifeboat gets judged against a scratch built tug boat.

Remove Super Class.

Kit built boats to be from a recognised manufacturer with everything supplied in the box except glues, paints etc. Only if you can demonstrate substantial modification or rebuilding of a kit will it be allowed into a semi kit class.

Semi Kit class to be a purchased hull with the rest scratch built.

Scratch class to be boats built entirely from scratch by the builder.

Judges

Judges to be experienced boat builders with a knowledge of the work and issues involved in building a model boat.

The club currently only has 2 x senior judges.

Members wishing to become judges must serve at least 2 years working with a senior judge before becoming eligible.

Judges to be chosen 'by invitation' of the Mannanan / Club committee.

Judges not allowed to enter their own boats if they are judging the competition.

Entry Criteria

No previous class winners are allowed to enter Scale Competition (for judging) again, however previous class winners are allowed to display their model and will be eligible for the 'Best in Show' award.

There will be an amnesty on previous class winners for 2011, thus allowing all previous class winners to re-enter.

Winners of the 'Best in Show' are not allowed to re-enter, but may be placed on display only.

Models must have been built by the entrant.

No 'ready to run' models are eligible. (except juniors to encourage them).

Entrants can be a club member, or a member of another model boat club, or a member of the public provided that they have entered the event in advance and paid a nominal entry fee to cover insurance for the day. It is suggested that members of the public entering via this route are made temporary club members and are given the next club newsletter to see if they want to join as a permanent club member.

Best in Show

The sub-committee have determined that the judges scoring system is not suitable for selecting the Best in Show because it does not equally compare Scratch, Semi Kit or Kit built models.

Best in show to be chosen using a ballot amongst entrants and club members on the day to choose their top 3 boats. The 2nd & 3rd placed positions are to be used in the event that there is a tie for the best in show using the 1st place position (entrants not allowed to vote for their own model).

Scoring System

Retain the North Western Association scoring system to be consistent with judging in the UK.

Scoring system not to be used for Best in Show.

Steering Competition

Course Layout

It is time for the course layout to be refreshed.

Course design to cater for single screw / twin screw vessels when going astern should be considered.

Course should not be an eye sight test.

Standard gate widths to be set so that buoys can't move relative to each other during the event.

Volunteers from within club membership required to come up with different course layouts.

Classes

Existing classes for under 1m, over 1m and mini class work well, however there are an increasing number of smaller than mini class boats now appearing in the club.

It was agreed to retain the mini class at 600mm and introduce a new micro class for boats under 400mm in length.

Scoring System

Existing scoring system works well.

A miss should be counted as soon as the bow of a vessel passes the line of the buoys within each obstacle (to avoid big loops).

All buoys should be 'live' even if you wander off the current obstacle and hit another obstacle.

If a tie exists at the end of the number of rounds for the under & over 1m, a count back system will be used to determine who has sailed furthest without incurring a penalty.

Timing system to be used to separate mini class boats if they tie on scores.

Judges & Competitors briefing session must be held and the opportunity given to explain any issues before the event starts.

Breakdowns / Radio Interference

Breakdowns due to uncontrollable circumstances (such as prop fouling) – the competitor should be allowed to fix the problem and then re-enter the last obstacle.

Breakdowns due to poor preparation will incur penalties as per the scoring system.

Radio interference incurs penalties as per the scoring system, however this is to be adjudicated by the officer of the day.

Time Limits

Excessively slow rounds should be penalised. This is to be adjudicated by the officer of the day.

Number of Rounds

Depends on the number of entries on the day and length of course.

Scores from both rounds to be added together.

If a large number of competitors have a clean first round, the course should be made more difficult for a second round in order to help separate them.

Tug Towing

Course Layout

Course design should be flowing such that the tug and casualty can move easily from one obstacle to the next and avoid any hold ups in the middle.

Course should not be an eye sight test.

Standard gate widths to be set so that buoys can't move relative to each other during the event.

Tug and Casualty must clear a buoy at the entrance / exit from the dock, however docking is not to be judged because this can slow the event down.

Dock should be designed so that as one tug finishes the casualty can be unclipped and connected to the next tug without repositioning.

Volunteers from within club membership required to come up with different course layouts.

Classes

Single Tug Towing only.

Existing classes for under 1m, over 1m work well.

Standard length of tow with suitable connection clip works well.

Scoring System

Existing scoring system works well.

A miss should be counted as soon as the bow of a vessel passes the line of the buoys within each obstacle (to avoid big loops).

All buoys should be 'live' even if you wander off the current obstacle and hit another obstacle.

If a tie exists at the end of the number of rounds for the under & over 1m, a count back system will be used to determine who has sailed furthest without incurring a penalty.

Judges & Competitors briefing session must be held and the opportunity given to explain any issues before the event starts.

Breakdowns / Radio Interference

Breakdowns due to uncontrollable circumstances (such as prop fouling by floating debris) – the competitor should be allowed to fix the problem and then re-enter the last obstacle.

Breakdowns due to the tow line going around the prop will incur the maximum penalty on the remaining obstacles.

Breakdowns due to poor preparation will incur penalties as per the scoring system.

Radio interference incurs penalties as per the scoring system.

Number of Rounds

Depends on the number of entries on the day and length of course.

Scores from both rounds to be added together.

If a large number of competitors have a clean first round, the course should be made more difficult for a second round in order to help separate them.

On the Water

Course Layout

The course should comprise the leaving of a dock, sailing a channel marked by buoys, an open water voyage, an individual display area and docking again.

Buoys are to be laid to aid navigation and to ensure that all competitors follow the same route. They are not to be laid out as a steering course.

Marks will be deducted for hitting buoys whilst on passage.

Models wishing to display working features may do so in the designated area, however they will not be required to dock after this display.

Models not having working features will be required to dock.

Classes

Existing classes for under 1m, over 1m.

Scoring System

Marks will be lost for hitting buoys whilst on passage.

Marks to be awarded will include correct seamanship, navigation, scale appearance, working features, ability of the skipper.

The working features section or docking section will carry equal marks.

Judges may ask the competitor to perform certain manoeuvres whilst on the water (for example to check that the water line is the same on both sides of the vessel).

Judges & Competitors briefing session must be held and the opportunity given to explain the scoring system and answer any questions before the event starts.

Breakdowns / Radio Interference

Breakdowns due to uncontrollable circumstances (such as prop fouling) – the competitor should be allowed to fix the problem and then re-enter the last obstacle.

Breakdowns due to poor preparation will incur penalties as per the scoring system.

Radio interference incurs penalties as per the scoring system.

Time Limits

A 5 minute time limit is to be imposed.

Number of Rounds

Only 1 round to be sailed.

Other Items

Amendments to these rules can only be made on a temporary basis by the officer of the day to suit local circumstances, and must be communicated to all competitors.