



2020 MSCA Annual Survey Report

International Musto Skiff Class Association



ABOUT THE MUSTO SKIFF CLASS



MUSTO
SKIFF



The Musto Skiff Class Association (MSCA)

The Musto Skiff is a high-performance single-handed trapeze dinghy that is great fun to sail with a large community of sailors representing over 28 countries.

The Musto Skiff Class Association (MSCA) is run by the members for the members.

As a World Sailing International Class, the MSCA hosts annual World Championships in addition to supporting local class associations who host National Regattas, Open Meetings and training events throughout the year.

The class benefits from long-term partnerships with international sponsors and partners including Musto, Ovington Boats Ltd, Harken, Hyde Sails, Selden Masts, and ACO Ltd.

www.mustoskiff.com

ABOUT THIS SURVEY

The Survey Purpose

The 2020 MSCA Annual Survey is created by the Musto Skiff Class Association (MSCA) International Committee, in partnership with the class boat builder and partner, Ovington Boats Ltd.

The purpose of the survey is to gather feedback from class members and the wider sailing community on all Musto Skiff activities. This includes feedback on the boat experience, training, organised events, class marketing activities, sponsors and more. In each survey, MSCA members also have the opportunity to vote for International Committee Members and Country Representatives, as well as voting on proposed ideas for the future growth and longevity of the class.

The feedback is used to ensure the successful planning and delivery of future events. It also helps the International Committee to understand what members want from the class association, and how the class can position itself to attract new and talented sailors.

Methodology

The latest survey, which is the 17th annual survey to be conducted with the Musto Skiff class, was launched on 5th December 2020. All Musto Skiff class sailors, as well as the wider sailing community, were invited to take part. The digital survey was accessible via a link that was made available on all class social media platforms, the class website, and via the class eNews, which includes over 960 subscribers.

The wider sailing community (i.e. those who are interested in the class, but don't currently sail a Musto Skiff) were also invited to participate in the survey. This group was presented with a specific set of questions with the objective of gathering their views on the class and any potential interest to join the class.

Upon the close of the survey, all responses were collated and the results of the survey were reviewed by the International Committee members. This report includes key insights and results from 2020 MSCA Annual Survey.

Survey responses are always strictly confidential and any data gathered from the survey will only be reported in the aggregate. All survey information is coded and will remain confidential.

Accepted Limitations

Whilst the survey is aimed at Musto Skiff sailors and the wider sailing community, the MSCA committee accepts that the survey is posted publicly and open for anyone to respond. Results are, therefore, always considered alongside other information resources, historical trends, and information already known about the class, its members, and MSCA activities.

With the acceptance of some limitations with this type of survey, the MSCA Annual Survey continues to be a valuable resource to guide future decisions and considerations around class events, marketing, committee activities, and the boat experience.

2020 SURVEY RESPONSE STATISTICS

2020 SURVEY RESPONSE STATISTICS....

16 countries participated in the survey

89% of respondents owned a Musto Skiff

11% of respondents represented the wider sailing community



The majority of respondents were male

73% of respondents were MSCA members and sailed a Musto Skiff

27% of respondents sailed a Musto Skiff, but were not MSCA members



456 viewed the survey

121 completed the survey

16 minutes was the average completion time

60% completion rate at the close of the survey

2020 SURVEY SUMMARY – KEY HIGHLIGHTS

The 2020 MSCA Annual Survey Report Summary

- 121 responses representing 16 countries.
- The most represented counties included the UK, Australia, Netherlands and Germany.
- 89% of the survey participants owned a Musto Skiff, and 73% of this total were class members.
- 'All other sailors' (i.e., those not sailing a Musto Skiff) represented 11% of all survey participants.

2020 Sailor Statistics

- Within the 2020 survey, the 30 to 34 years age group had the highest representation at 17% of all Musto Skiff sailors. The next highest representation was the 45 to 49 year olds age group at 15%.
- For all other sailors, most were within the age groups of 35 to 39 years (at 18%) and the 50 to 54 years (also at 18%).
- All other sailors in the survey had a higher representation of youth sailors at 15% aged under 24 years compared to 8% for the Musto Skiff class participants.

Growth of the Musto Skiff Class

- 78% of all other sailors in the survey would consider joining the Musto Skiff class.
- 24% of all other sailors are currently looking for a Musto Skiff boat.
- 37% of Musto Skiff sailors also said they knew of other sailors interested in getting a Musto Skiff.

Marketing and Communications in 2020

- Overall, the class marketing and communication activities for 2020 were well received and positively rated by both the class and the wider sailing community.
- Facebook continues to be the most popular social media channel, but WhatsApp saw some significant growth over 2020. This trend was likely being driven by the pandemic lockdowns.
- The committee introduced a number of new online training video activities in 2020. All of these videos were rated as 'excellent' overall by the Musto Skiff class, with all other sailors in the survey rating the activities as 'good' overall. The committee will aim to develop more training-led video content over 2021.
- Based on this survey, an overwhelming majority of 96% of the class would support introducing a mailing list for members to communicate important class updates. The committee will now explore how best to introduce this in 2021.

Organised Events and Training in 2020

- 16% of Musto Skiff class members attended on the water training during 2020. This was predominantly due to the Covid-19 pandemic, with no formal training being organised by MSCA.
- Several informal training events went ahead in the Netherlands, the UK (both Scotland and England), Switzerland, and independently in several other countries.
- 92% of Musto Skiff class sailors want more training in their region. Delivering on this for class members will be a core focus of the international and local committees as lockdowns ease.

2020 SURVEY SUMMARY – KEY HIGHLIGHTS

2020 Nationals and Planning for 2021 Nationals

- 48% of Musto Skiff Class members attended their Nationals in 2020.
- 33% did not attend due to work commitments and 30% did not attend due to uncertainty around the Covid-19 pandemic.
- If it is deemed safe, 77% would attend their domestic National Championships / EuroCup in 2021.

Looking Ahead to the 2021 Worlds

- 49% would consider attending the 2021 Worlds planned for Lake Garda, and 36% said 'maybe'
- The main reason for not committing to the planned Worlds in 2021 was "Too much uncertainty around the Covid-19 pandemic" (at 26%), followed by "work commitments" (at 18%).
- 68% of Musto Skiff Class members would support hosting a World Championships in a location with a very small local fleet or no fleet at all.
- The most popular locations suggested for a future Worlds (in order) included: South Africa (Cape Town - Langebaan); the Caribbean (Barbados, Bahamas); the USA (San Francisco, Cascade Locks in Oregon); and a return to Spain (Palma).

Feedback and Results of the Small Rig Project Questions

- 79% agreed that a smaller set of sails will help to increase the interest/membership in the class.
- 79% would also support a smaller rig for the MUSTO Skiff class.
- The international committee will now develop this project further to progress the idea of creating an optional rig with the aim of encouraging a broader range of sailors to join the class.

Feedback and Results of the New Mainsail Design Project Vote

- 20% voted for Option 1 - 'Continue with existing mainsail; and do no further design work for another 2 years'
- 20% voted for Option 2 - 'Keep the existing mainsail profile, but change the sail cloth'
- 60% of class members participating in the 2020 survey voted for Option 3 – 'to develop and test a design for a new, more modern sail'
- Based on the outcome of this vote and feedback in the survey, the international committee will now work with the class boat builder, Ovington Boat's, to deliver on option 3 and develop this project further. This will be a lengthy process and the international committee will endeavour to keep the class members updated and involved at the key stages as the project moves forward.

The following report includes the key results of the 2020 survey.

| PART 1 | CLASS STATISTICS & SAILOR INFORMATION



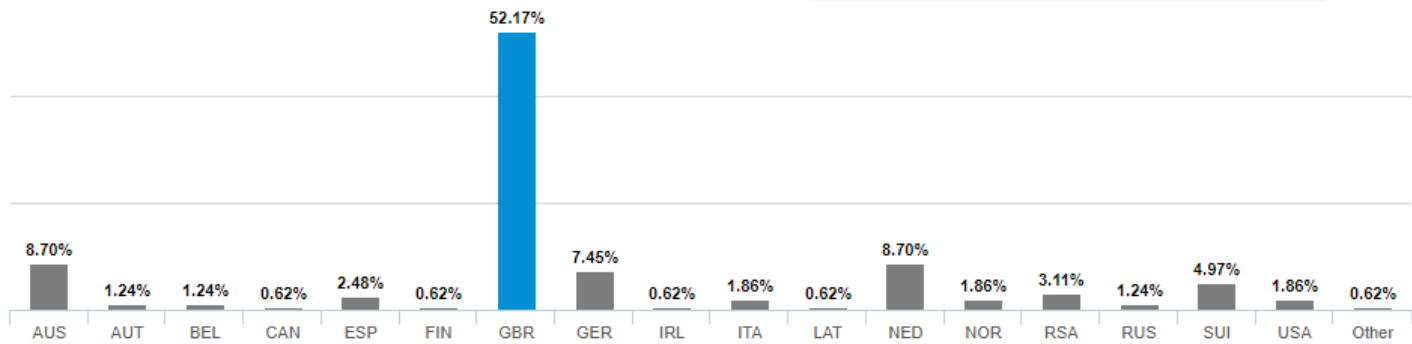
© IAN ROMAN / ACO 7th MUSTO SKIFF WORLDS

SURVEY REPRESENTATION BY COUNTRY

Musto Skiff Sailors

The top 5 countries* represented in the survey were:

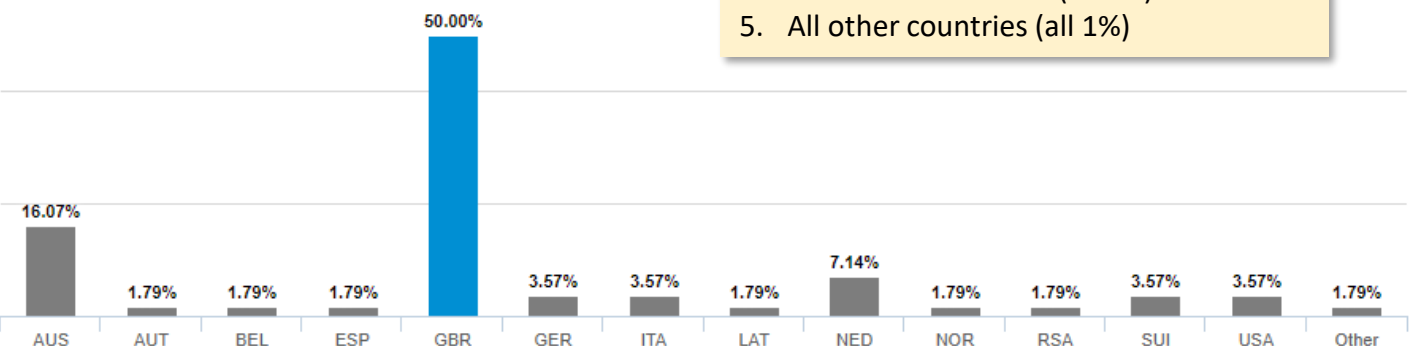
1. GBR (52%)
2. AUS (9%) - NED (9%)
3. GER (7%)
4. SUI (5%)
5. RSA (3%)



All Other Sailors

The top 5 countries* represented in the survey were:

1. GBR (50%)
2. AUS (16%)
3. NED (7%)
4. GER - ITA - SUI - USA (all 4%)
5. All other countries (all 1%)



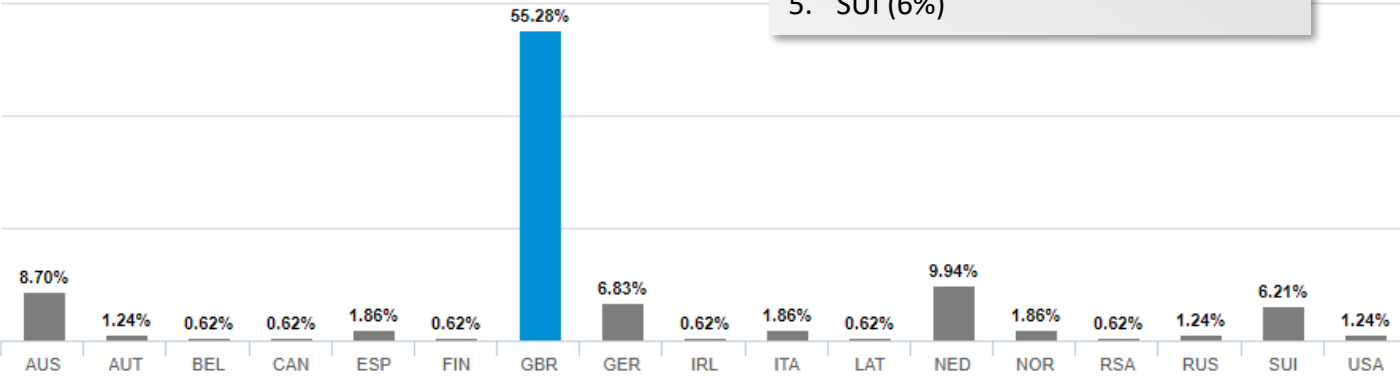
* Results rounded up to the nearest percentage

SURVEY REPRESENTATION BY WORLD SAILING REGIONS

Musto Skiff Sailors

The top 5 World Sailing Regions* represented in the survey were:

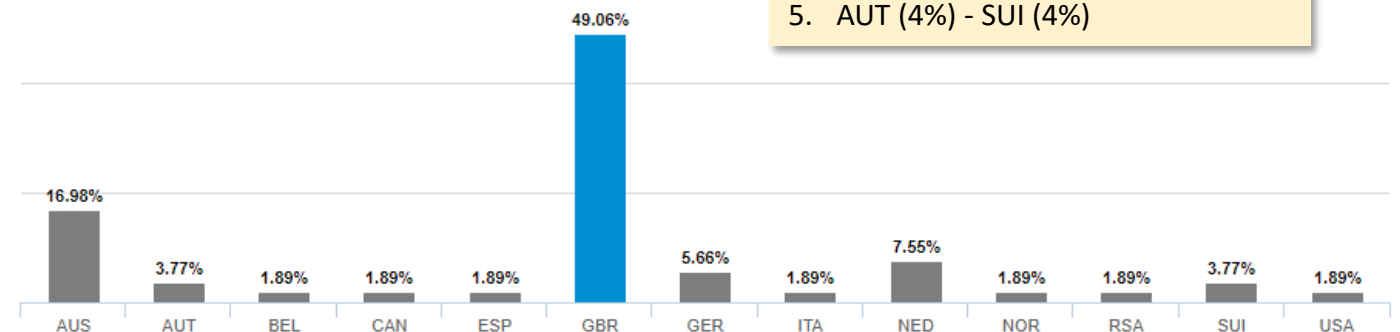
1. GBR (55%)
2. NED (10%)
3. AUS (9%)
4. GER (7%)
5. SUI (6%)



All Other Sailors

The top 5 World Sailing Regions* represented in the survey were:

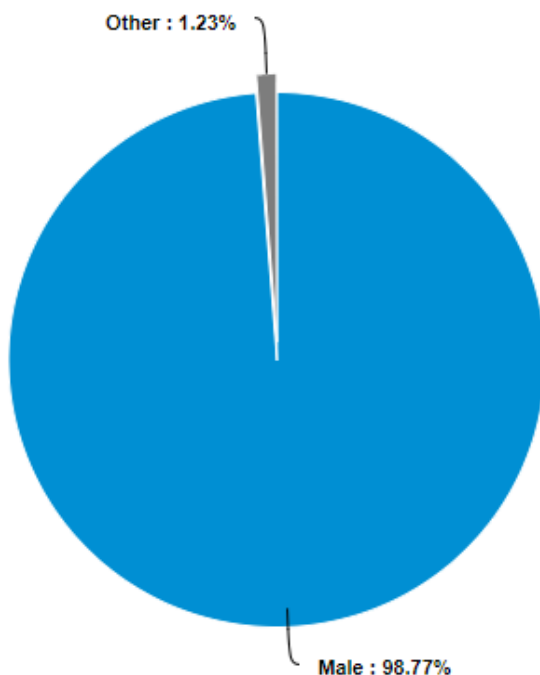
1. GBR (49%)
2. AUS (17%)
3. NED (8%)
4. GER (6%)
5. AUT (4%) - SUI (4%)



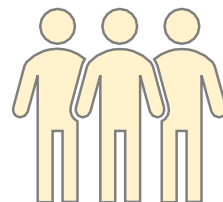
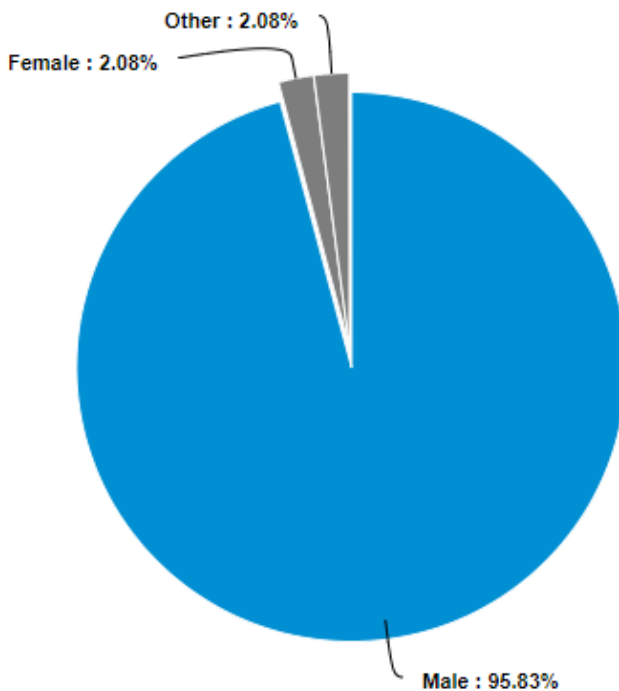
* Results rounded up to the nearest percentage

SAILOR STATS – GENDER

Musto Skiff Sailors

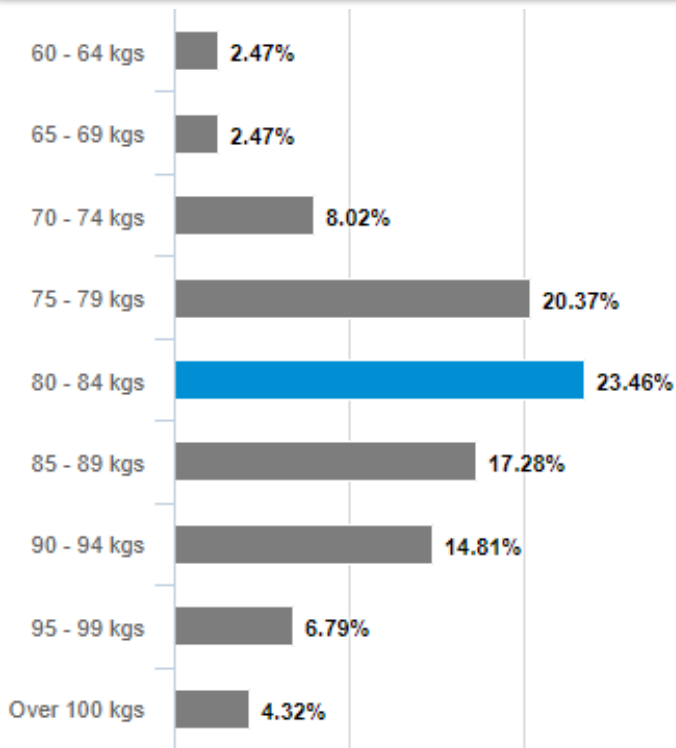


All Other Sailors



SAILOR STATS – WEIGHT RANGE

Musto Skiff Sailors

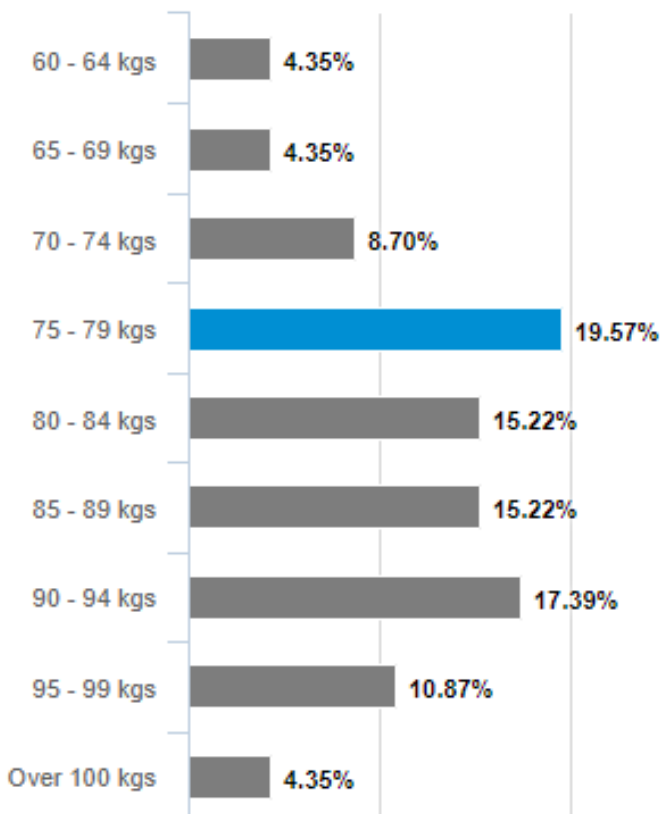


The majority of Musto Skiff class sailors were in the 80 – 84 kgs weight range, at 23% of all Musto Skiff survey participants.

Just 13% were in the lighter weight range of under 74 kgs.

26% of the class were in the upper weight range of 90 kgs and above.

All Other Sailors



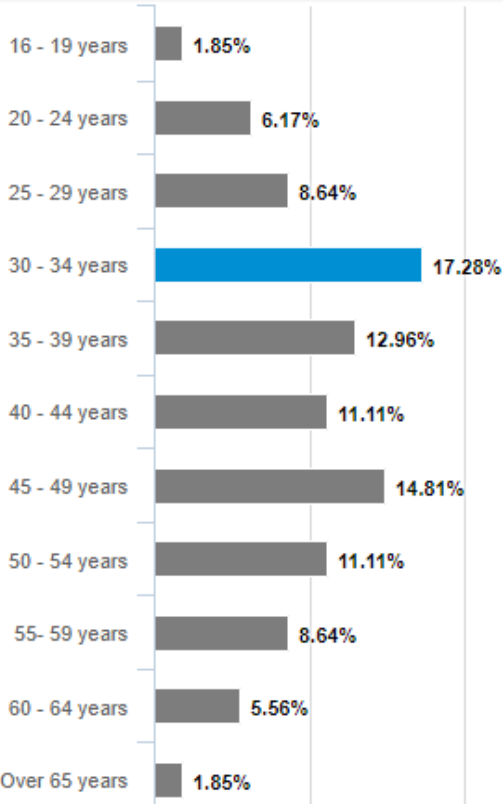
The majority of ‘other sailors’ were in the 75 and 79 kgs weight range, at 20% of the ‘all other sailors’ participating in the survey.

17% were in the lighter weight range of under 74 kgs. This is a slightly higher representation than the Musto Skiff group. This may be due to a higher representation of youths and females in the ‘all other sailors’ group.

33% were in the upper weight range of 90 kgs and above. This is a higher representation than the Musto Skiff group.

SAILOR STATS – AGE RANGE

Musto Skiff Sailors

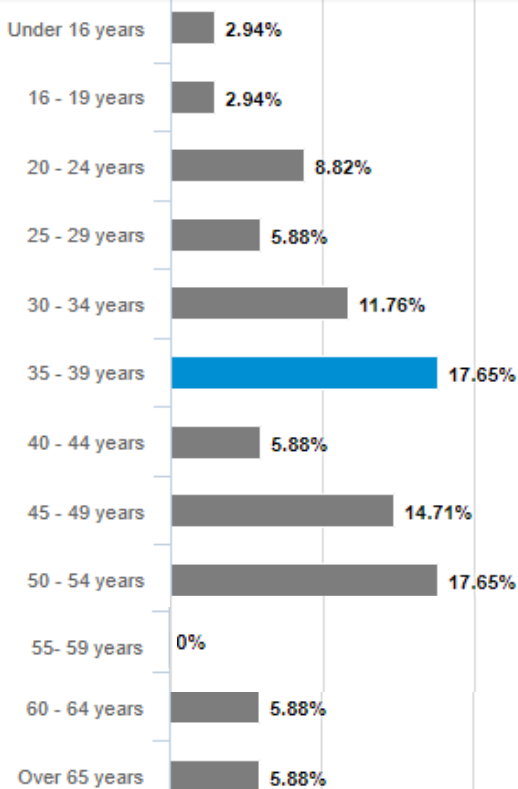


The Musto Skiff class attracts a wide range of ages. However, the 30 to 34 years age group had the highest representation in the survey at 17% of all Musto Skiff sailors.

The next highest representation was the 45 to 49 year olds age group at 15%.

Youths in the survey (under 24 years) represented 8% of all Musto Skiff participants.

All Other Sailors

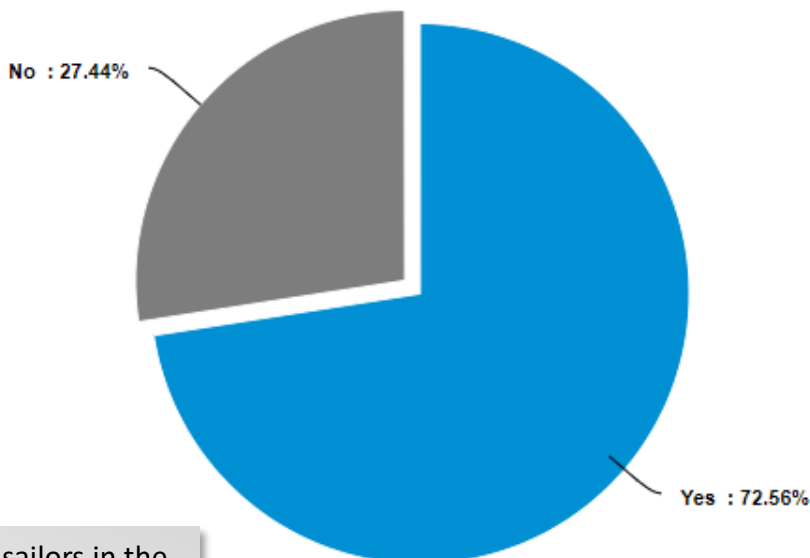


For all other sailors, the highest representation was the age groups of 35 to 39 years (at 18%) and the 50 to 54 years (also at 18%).

All other sailors in the survey had a higher representation of youth sailors compared to the Musto Skiff class with 15% of all other sailors aged under 24 years (compared to 8% for the Musto Skiff class)

SAILOR STATS – MEMBER VS NON-MEMBERS (REPRESENTATION IN 2020 SURVEY)

Musto Skiff Sailors



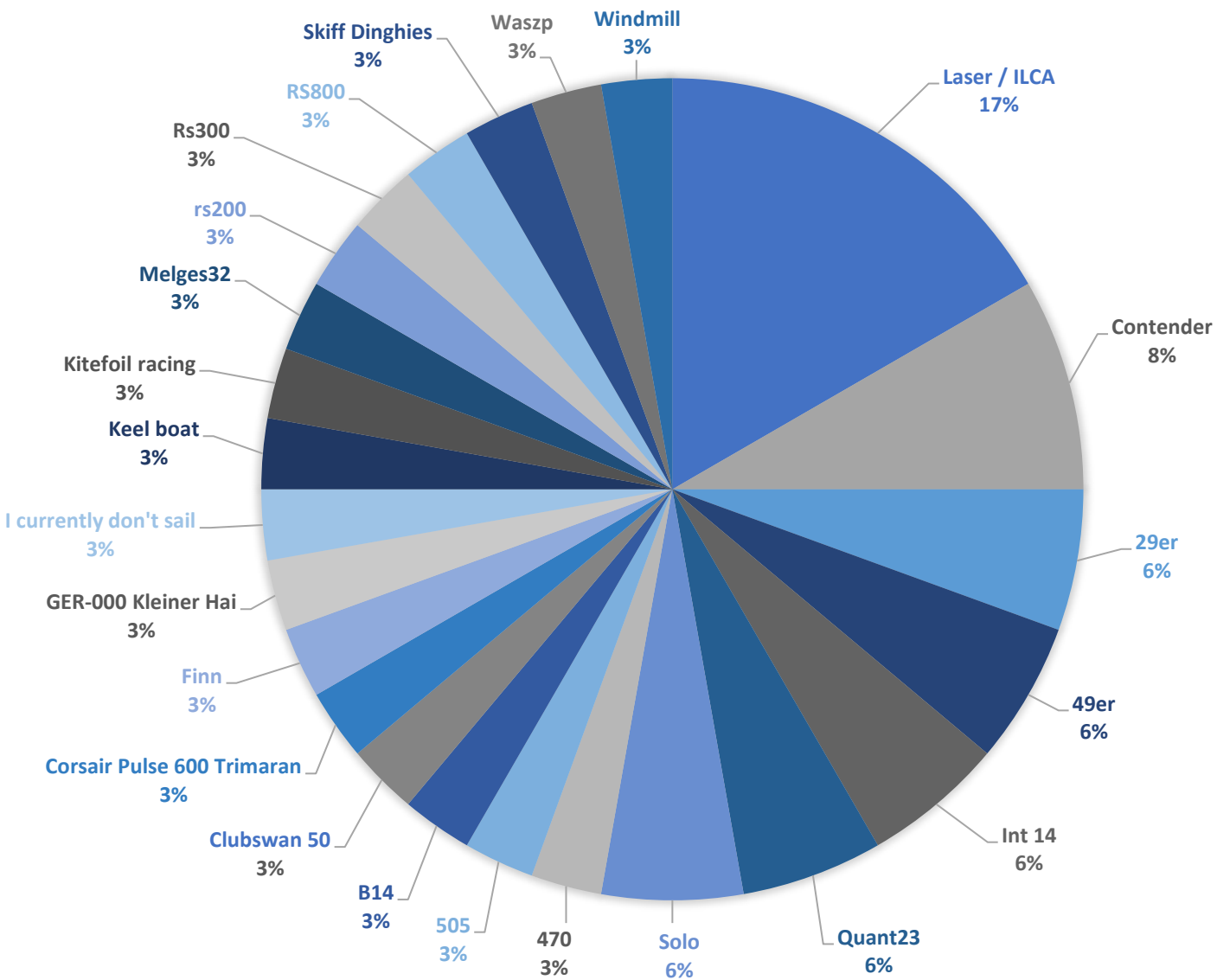
73% of Musto Skiff sailors in the survey were members in 2020, meaning 27% were sailing a Musto Skiff but not a class member.



“IF YOU’RE NOT SAILING A MUSTO SKIFF – WHAT BOAT DO YOU SAIL?”

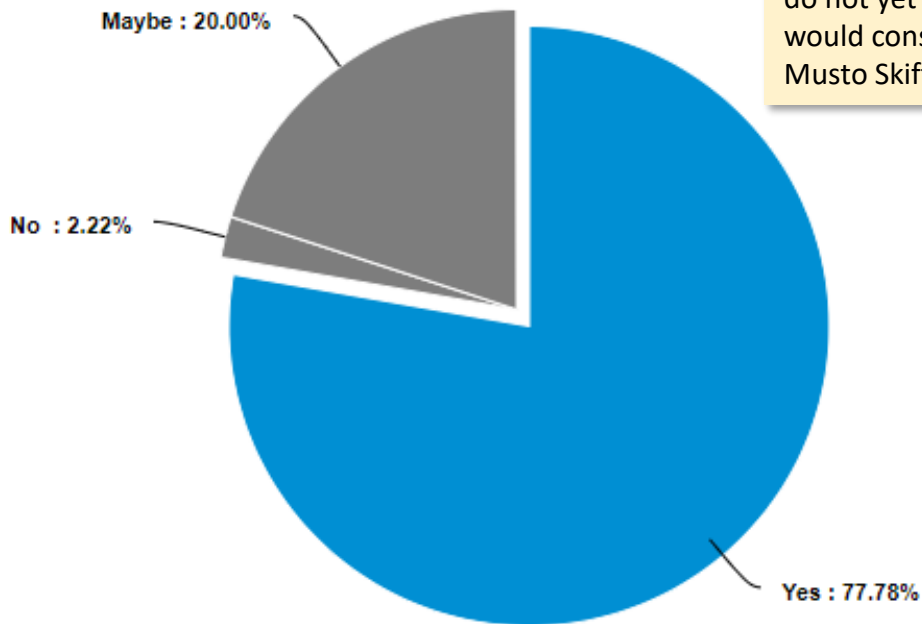
All Other Sailors

Excluding the Musto Skiff, the main boat type sailed by other sailors in the survey included the following.....



All Other Sailors

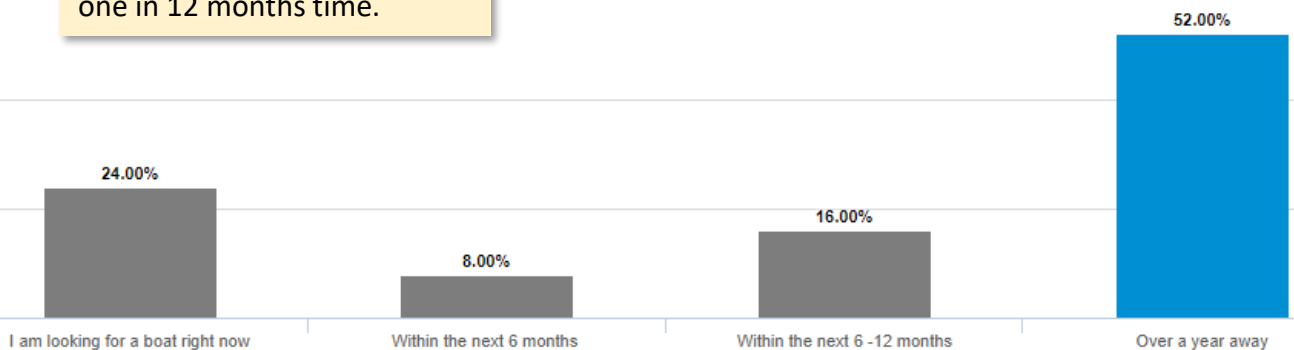
Would you consider joining the Musto Skiff Class?



78% of all other sailors responding in the survey (who do not yet sail the Musto Skiff), would consider joining the Musto Skiff class.

Would you buy a new or second-hand (used) MUSTO Skiff boat?

At the time of the survey, 24% of all other sailors were looking to buy a Musto Skiff and 52% were planning to get one in 12 months time.



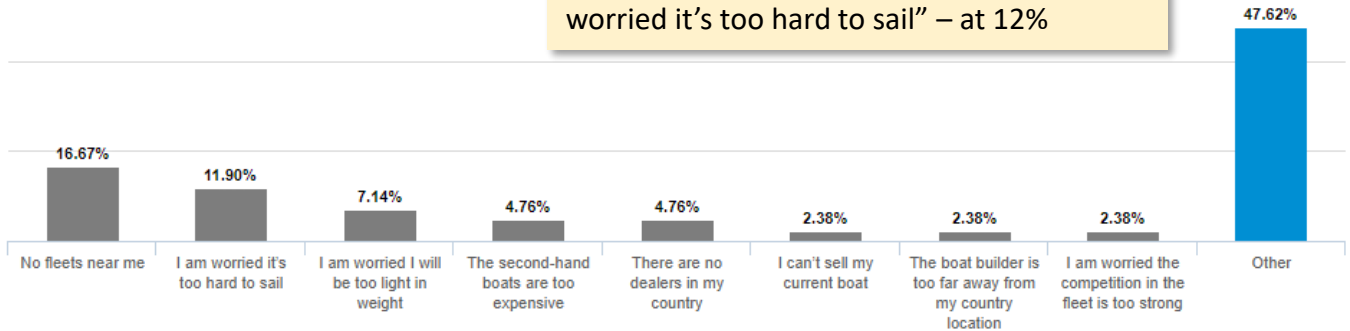
* Results rounded up to the nearest percentage

All Other Sailors

What is stopping you from joining the Musto Skiff class?

“No fleets near me” was one of the main reasons cited by other sailors for not joining the Musto Skiff class – at 17%.

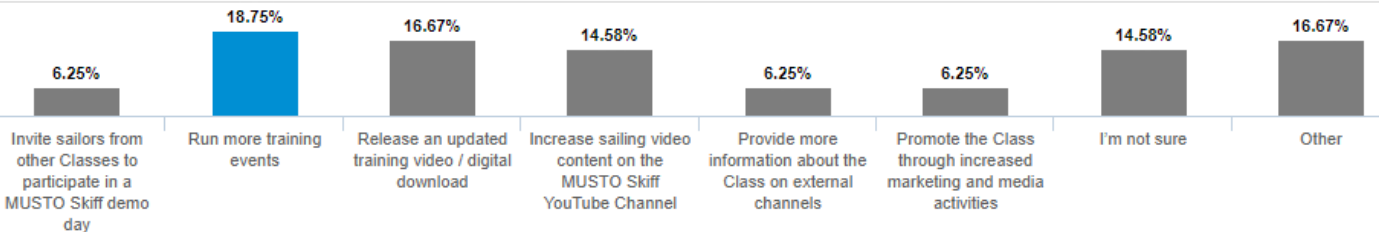
The second most noted answer was “I am worried it’s too hard to sail” – at 12%.



What could the Class or boat builder do to encourage you to join the Musto Skiff fleet?

The majority of other sailors said that running “more training events” would encourage them to join the class – at 19%.

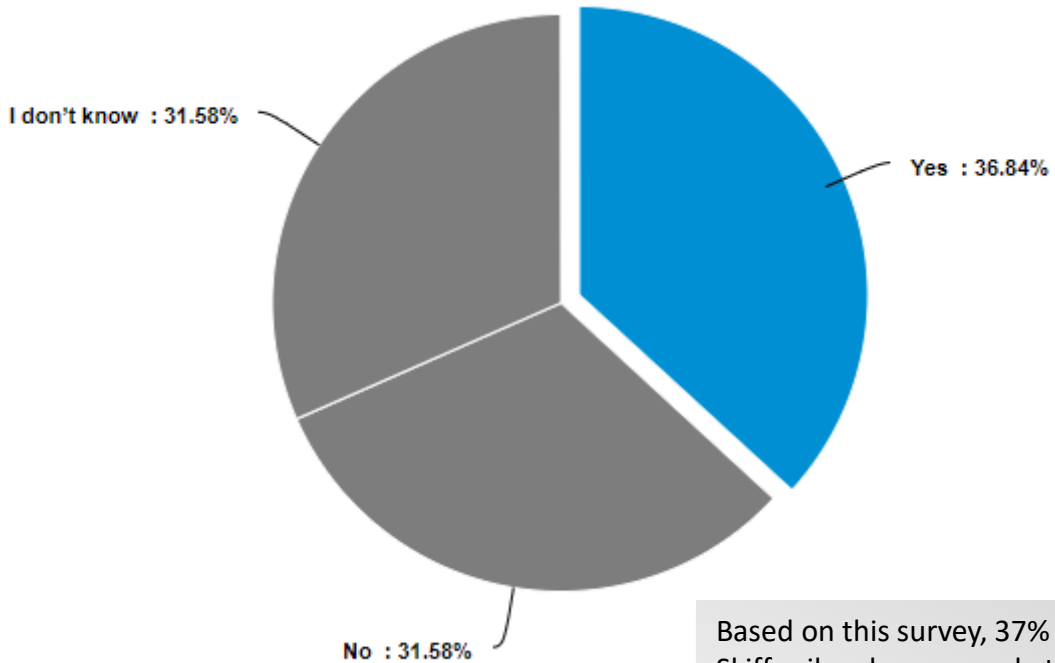
Releasing an updated training session in video or digital download format would also encourage more sailors to join the class – at 17%.



* Results rounded up to the nearest percentage

Musto Skiff Sailors

We asked if Musto Skiff sailors knew of any other sailors at their club (or elsewhere) who might be interested in getting a Musto Skiff within the next year.



Based on this survey, 37% of Musto Skiff sailors know people that might be interested in getting a Musto Skiff, indicating a good awareness of the class and interest in getting a Musto Skiff.

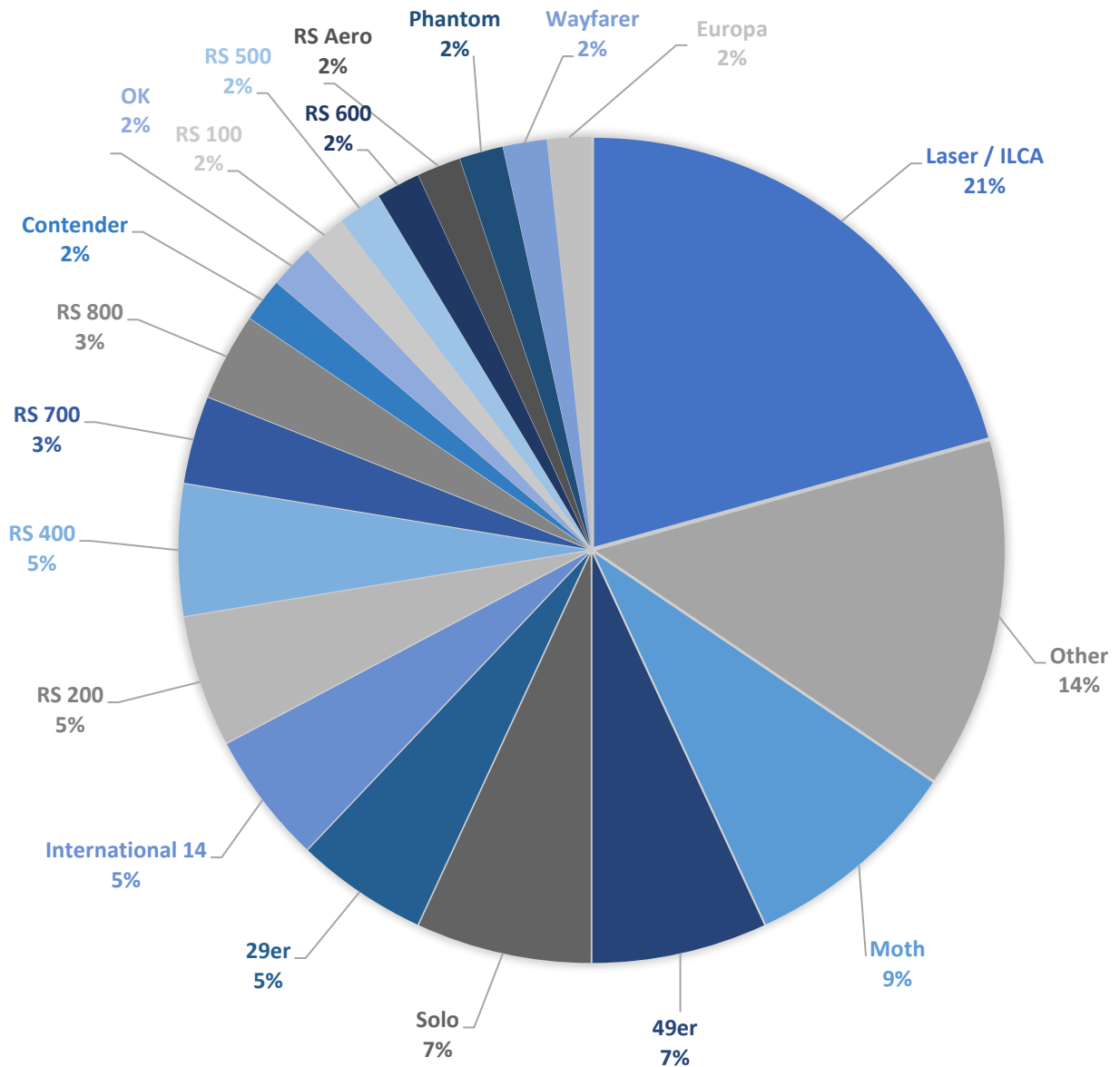


PART 1 - CLASS STATISTICS & SAILOR INFORMATION



Musto Skiff Sailors

For those that are potentially interested in joining the class, we asked the Musto Skiff sailors what boats these other sailors are currently sailing. The following boats and classes were highlighted:

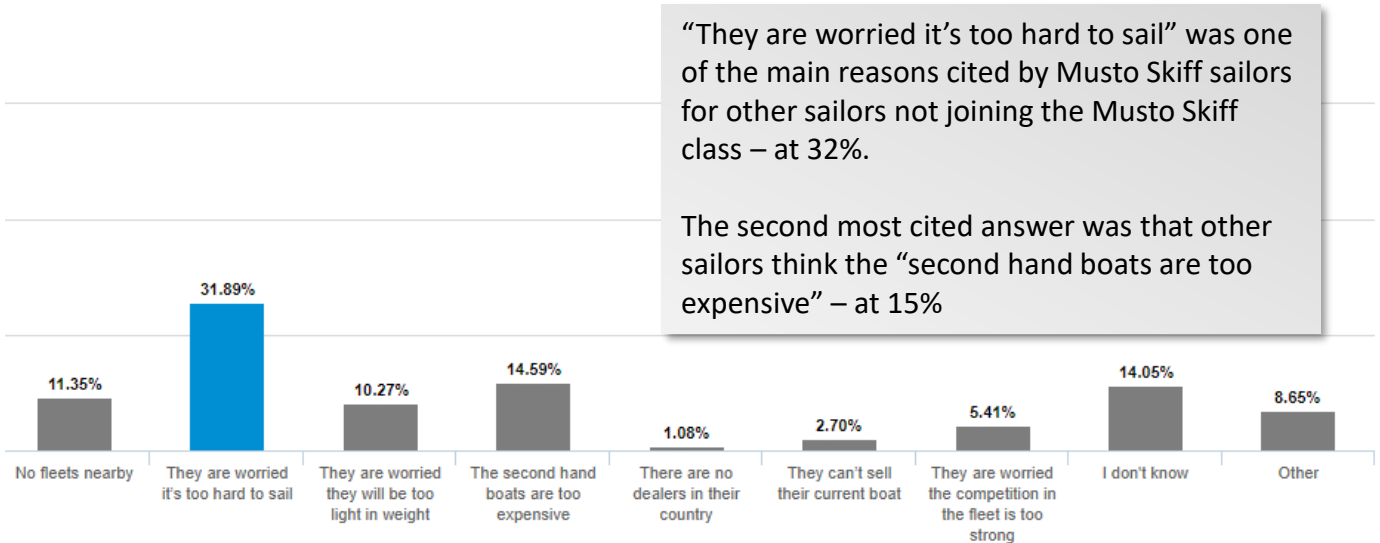


PART 1 - CLASS STATISTICS & SAILOR INFORMATION



Musto Skiff Sailors

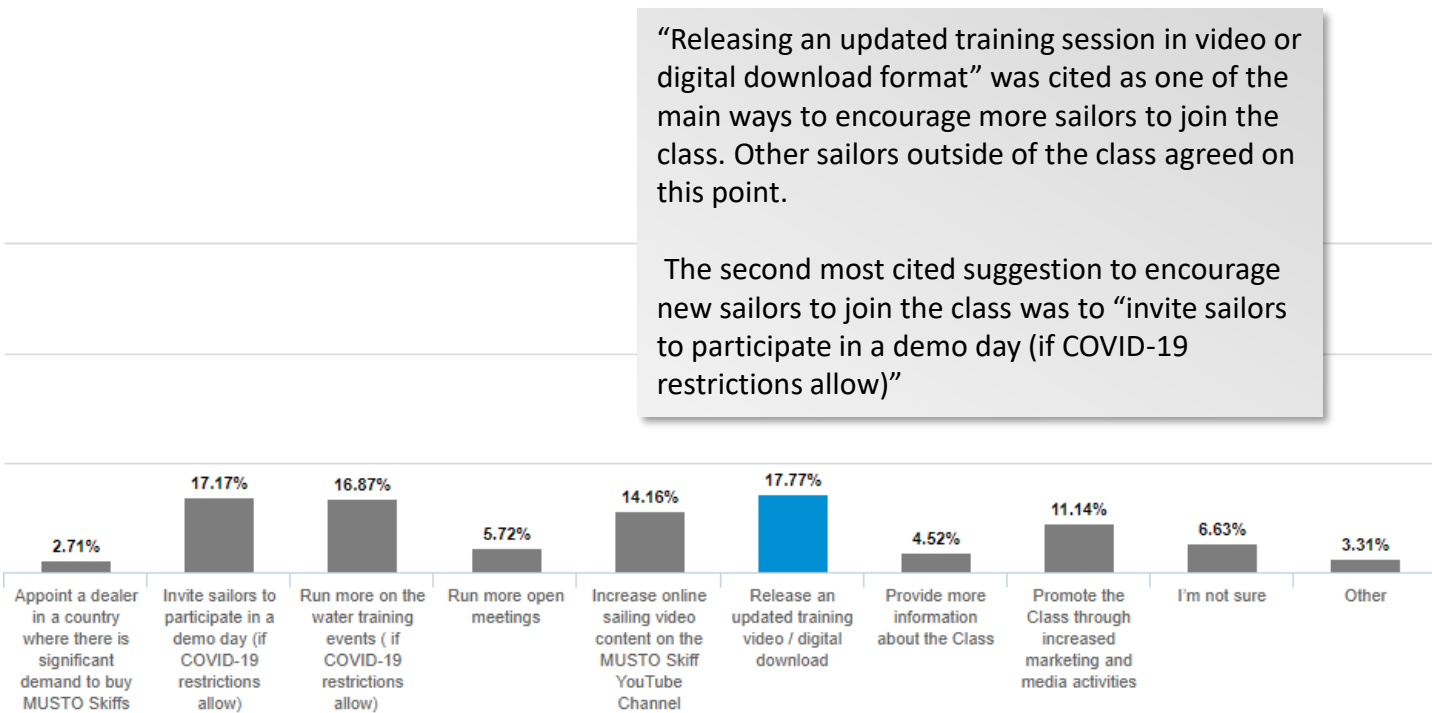
We also asked the Musto Skiff sailors, what might be preventing these interested sailors from getting a Musto Skiff. Participants in the survey highlighted the following:



“They are worried it’s too hard to sail” was one of the main reasons cited by Musto Skiff sailors for other sailors not joining the Musto Skiff class – at 32%.

The second most cited answer was that other sailors think the “second hand boats are too expensive” – at 15%

We also asked Musto Skiff sailors what they think the class or boat builder can do to encourage potentially interested sailors to get a Musto Skiff. They highlighted the following:



“Releasing an updated training session in video or digital download format” was cited as one of the main ways to encourage more sailors to join the class. Other sailors outside of the class agreed on this point.

The second most cited suggestion to encourage new sailors to join the class was to “invite sailors to participate in a demo day (if COVID-19 restrictions allow)”

* Results rounded up to the nearest percentage

| PART 2

| CLASS COMMUNICATIONS

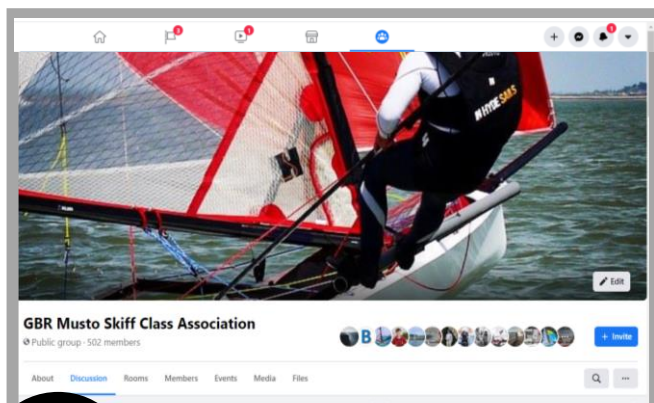


THE MOST POPULAR SOCIAL MEDIA CHANNELS FOR UPDATES

The Class Committee manages an international Facebook PAGE and GROUP for Musto Skiff class sailors. Some National Associations also manage their own social media groups for their local Musto Skiff class – this includes Facebook as well as WhatsApp groups. We were interested to get feedback on the core social media channels available for the class and what sailors are using most for class updates.

Musto Skiff Sailors

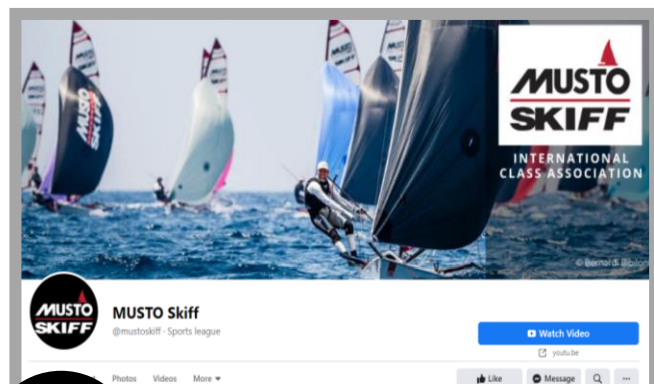
For the Musto Skiff sailors, the most used social media channels for finding out event information and class updates over 2020 included....



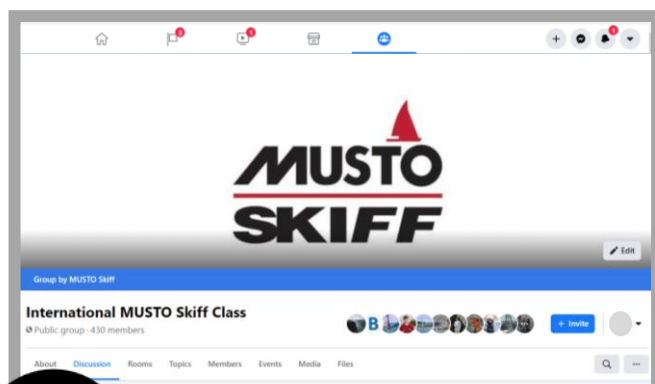
1 GBR Musto Skiff Facebook GROUP



2 WhatsApp - Local / Regional Musto Skiff Groups



3 International Musto Skiff Facebook PAGE



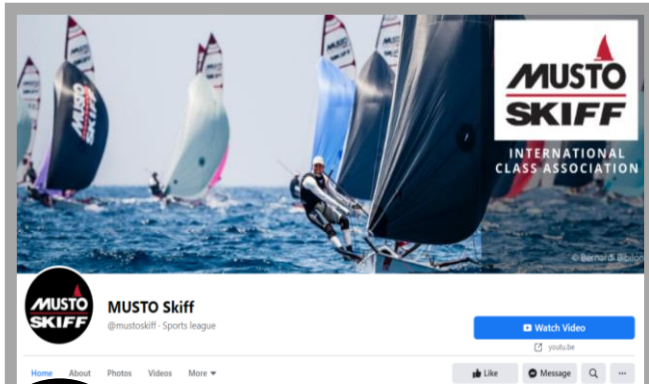
4 International Musto Skiff Facebook GROUP

PART 2 - CLASS COMMUNICATIONS



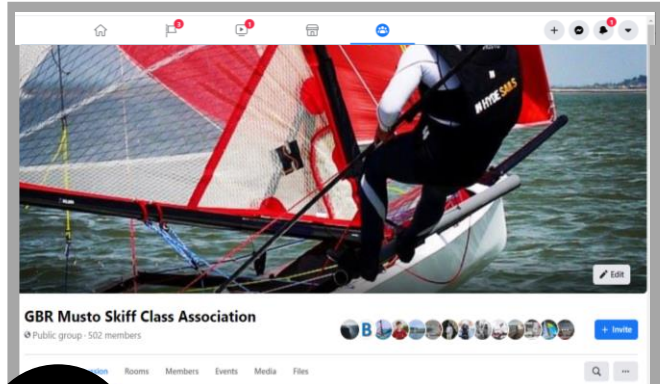
All Other Sailors

For the wider sailing community, the most used social media channels for engaging with the Musto Skiff class over 2020 included....



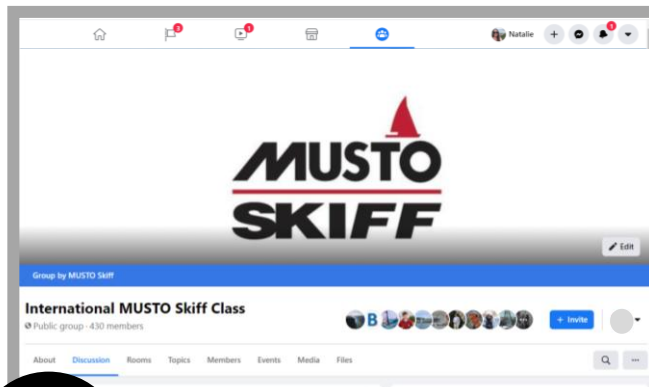
1

International Musto Skiff Facebook PAGE



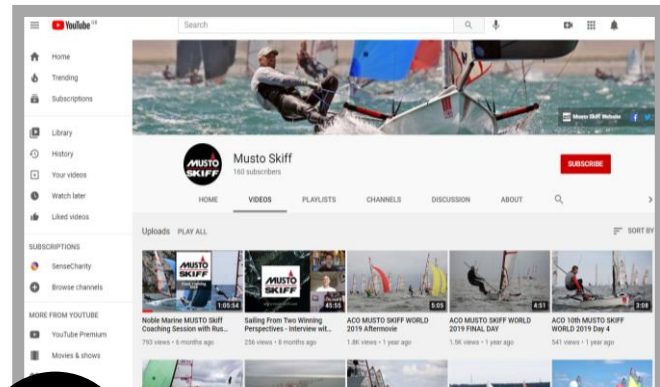
2

GBR Musto Skiff Facebook GROUP



3

International Musto Skiff Facebook GROUP



4

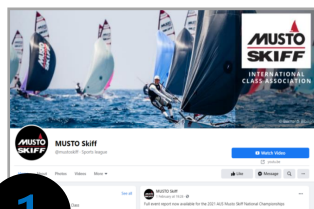
International Musto Skiff YouTube Channel

THE MOST POPULAR MARKETING CHANNELS FOR UPDATES

In addition to social media, the Class Committee also used a range of managed platforms to communicate with the class over 2020. We were interested to get feedback from the wider sailing community regarding which marketing and communication platforms they used the most to find out about the class activities in 2020.

All Other Sailors

Over 2020, the most used platforms for class updates and information about the Musto Skiff class included:



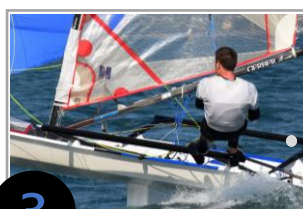
1

International Musto Skiff Facebook PAGE



2

International Musto Skiff Class Website



3

Other Musto Skiff Class sailors at local sailing clubs.

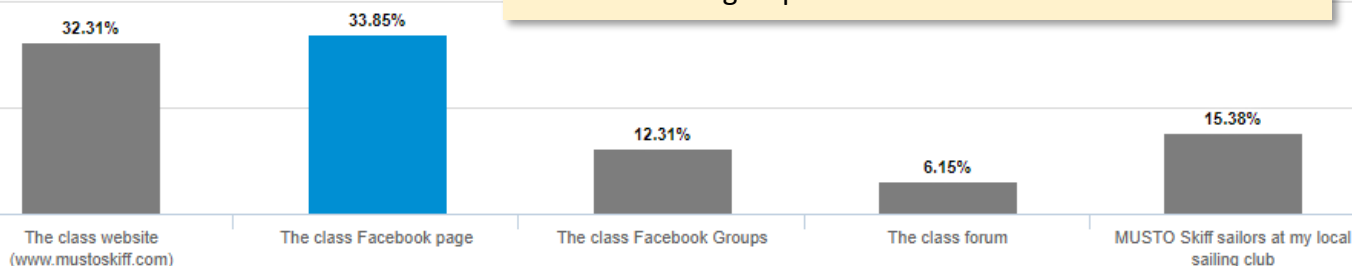


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Musto Skiff Class Facebook Groups

Based on this survey, other sailors mainly used the class Facebook page to find out information about the class activities over 2020 (at 34%)

The second most used communication channel was the class website – www.mustoskiff.com (at 32%), followed by updates from Musto Skiff sailors at their local club, and the class Facebook groups.



* Results rounded up to the nearest percentage

PART 2 - CLASS COMMUNICATIONS



Over 2020, the Class Committee delivered a wide range of marketing activities to communicate and engage with the class. We were interested to get feedback from the Musto Skiff sailors on our wider marketing activities for the Musto Skiff Class.



EXCELLENT



GOOD



AVERAGE



BELOW AVERAGE



POOR

Musto Skiff Sailors

Musto Skiff sailors participating in the survey rated the 2020 class marketing and communication activities (overall) as follows:



International Musto Skiff
Facebook GROUP



International Musto Skiff
Facebook PAGE



International Musto Skiff
e-Newsletters
(subscribed activity)



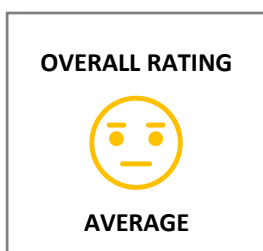
International MSCA Website
(www.mustoskiff.com)
(as it was pre-December 2020)



International Musto Skiff
YouTube Channel



International Musto Skiff
online forum



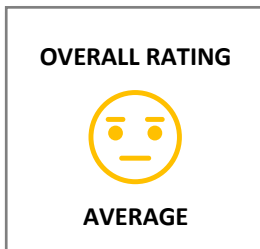
International Musto Skiff
Twitter PAGE

PART 2 - CLASS COMMUNICATIONS

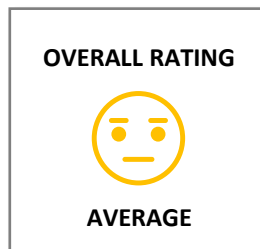


All Other Sailors

Over 2020, all other sailors participating in the survey rated the class marketing and communication activities (overall) as follows:



**International Musto Skiff
Facebook GROUP**



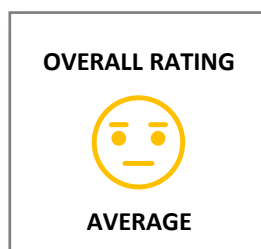
**International Musto Skiff
Facebook PAGE**



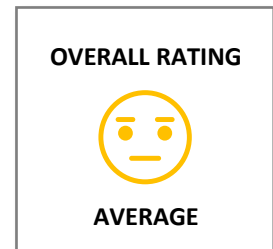
**International Musto Skiff
e-Newsletters
(subscribed activity)**



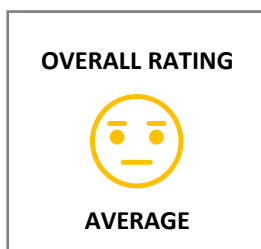
**International MSCA Website
(www.mustoskiff.com)
(as it was pre-December 2020)**



**International Musto Skiff
YouTube Channel**



**International Musto Skiff
online forum**



**International Musto Skiff
Twitter PAGE**

PART 2 - CLASS COMMUNICATIONS



Over 2020, the International Committee hosted a number of new online activities for the class during the COVID-19 pandemic lockdown periods. We asked the class and the wider sailing community if they participated in any of these activities, and if they did, how they rated each of these new activities for the Musto Skiff class.



EXCELLENT



GOOD



AVERAGE



BELOW AVERAGE



POOR

For those who took part or engaged with the new online activities over 2020, they rated each activity as follows:



'Virtual Sailing' Events
(online sailing activity provided during COVID-19 lockdowns)

Musto Skiff Sailors

OVERALL RATING



GOOD

All Other Sailors

OVERALL RATING



AVERAGE



Zoom video interview on sailing strategies with Andy Rice, Bruce Keen and Rich Mason ("Sailing From Two Winning Perspectives")

OVERALL RATING



EXCELLENT

OVERALL RATING



GOOD



Zoom video training session with Russ Clark ("Noble Marine MUSTO Skiff Coaching Session with Russ Clark")

OVERALL RATING



EXCELLENT

OVERALL RATING



GOOD



Zoom video on sailing strategies with UK Nationals top sailors ("Musto Skiff Nationals Review: The Battle of Brixham")

OVERALL RATING



EXCELLENT

OVERALL RATING



GOOD

PART 2 - CLASS COMMUNICATIONS

Musto Skiff Sailors – 2020 CLASS MEMBERS

We wanted to understand how the class members prefer to receive updates and information from the Class Committee about Musto Skiff events and news.

In order of the most preferred method of communication from 1 (most preferred) to 7 (least preferred), the Musto Skiff class members ranked this as follows:



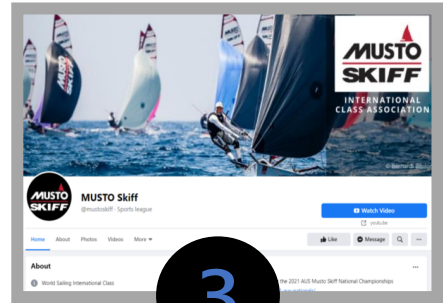
1

International MSCA website
(www.mustoskiff.com)



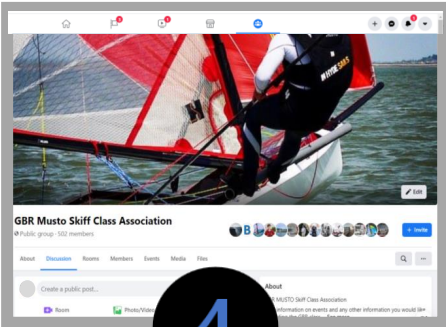
2

Direct Mail (e.g. eNewsletter,
email)



3

International Musto Skiff Facebook PAGE



4

Musto Skiff Class Facebook GROUPS - All



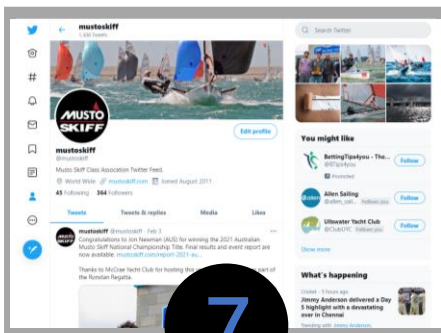
5

WhatsApp - Local / Regional Musto Skiff Groups



6

International Musto Skiff Online Forum



7

International Musto Skiff Twitter PAGE

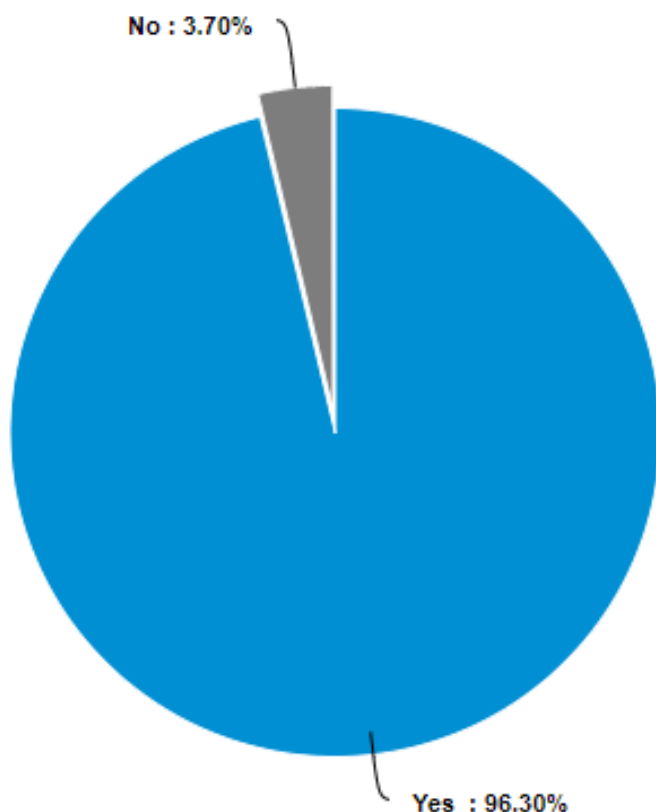
MEMBERS MAILING LIST FOR IMPORTANT UPDATES & CLASS ACTIVITIES

Musto Skiff Sailors – 2020 CLASS MEMBERS

As a result of the Covid-19 pandemic, some changes were made to class event schedules and class activities during 2020. Communicating directly with class members was not possible during this time, as the International Committee does not currently hold a global mailing list for class members.

The International Committee is aware that some members would like direct email communications for important class activities, such as the online AGMs, class development projects, and the link for the annual surveys.

In response to this feedback, we asked the class members if they would like to have a member's mailing list to receive important updates and information directly to their email inbox.



An overwhelming majority of the class would support a members' mailing list, with 96% stating "yes" to introducing this from 2021.



* Results rounded up to the nearest percentage

| PART 3 | ORGANISED EVENTS & TRAINING



© BERNARDI BIBILONI / ACO 8th MUSTO Skiff World Championship 2017

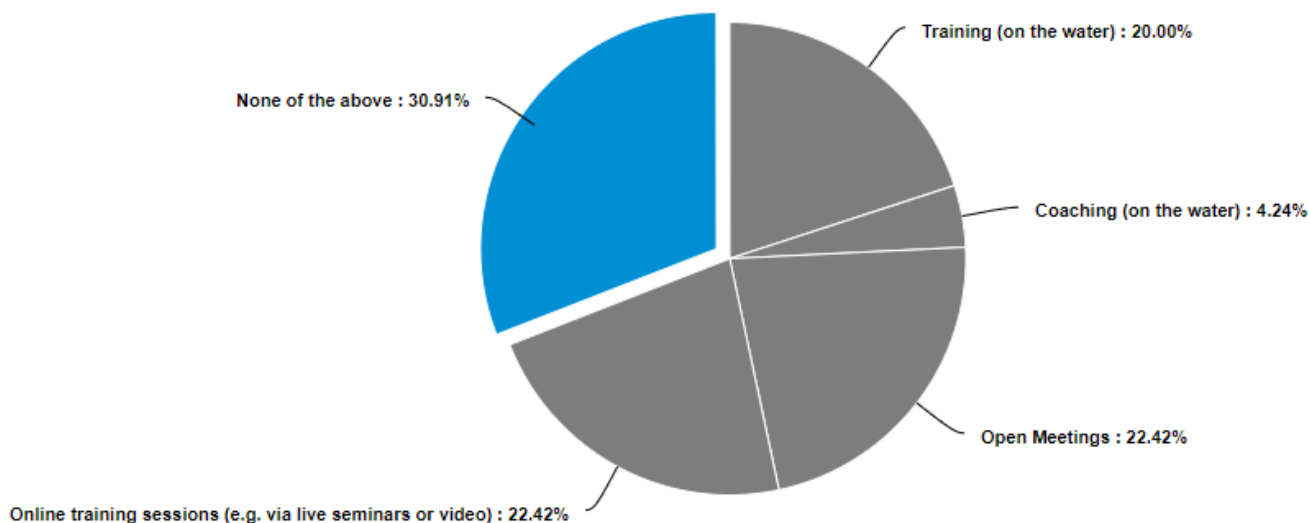
PART 3 - ORGANISED EVENTS & TRAINING



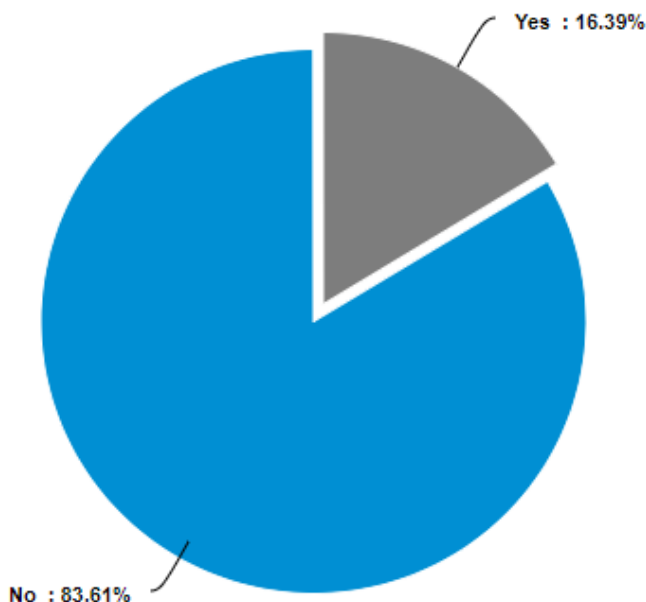
Musto Skiff Sailors

During 2020, the organised event schedule for the class and on the water training sessions were either cancelled or scaled back significantly in response to the Covid-19 pandemic.

We asked which activities the Musto Skiff class participated in within their local region over 2020:



We also asked if they were able to participate in on the water Musto Skiff training sessions in 2020 within their local region:



Musto Skiff Sailors

Over 2020, there was no formal training organised by any country representatives or class committees due to the Covid-19 pandemic. However, the survey showed that many of the Musto Skiff sailors arranged their own informal training sessions when it was safe to do so.

This included:

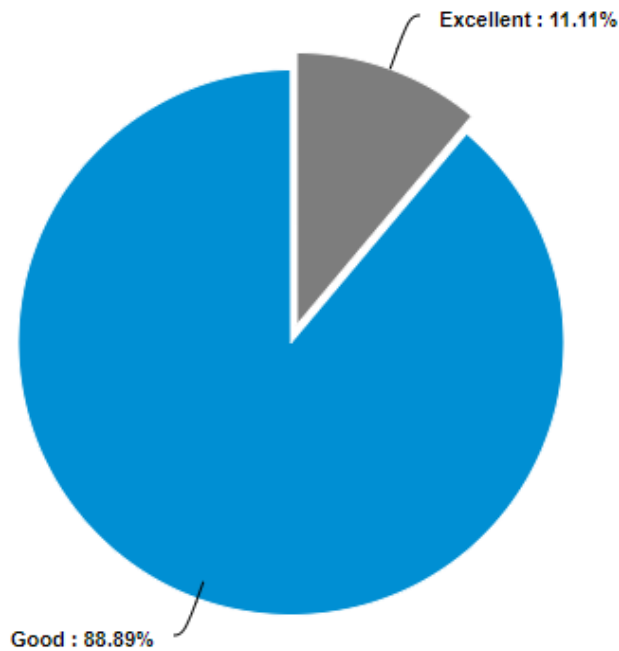
- ❖ *Regular informal group training sessions at De Kreupel (Netherlands)*
- ❖ *Informal training sessions in Andijk (Netherlands)*
- ❖ *Training at the Dutch Musto Club (Netherlands)*
- ❖ *The informal training by Peter Greenhalgh (UK)*
- ❖ *Informal 4 day training session at Lake Walensee (Switzerland)*
- ❖ *Training at Mühlehorn (Switzerland)*
- ❖ *Informal training at Sunderland (pre-UK Nationals)*
- ❖ *Informal training at Wormit (Scotland, UK)*
- ❖ *Informal training at Weymouth (England, UK)*
- ❖ *Privately organised informal training (no locations specified)*
- ❖ *5 informal training sessions with my club mates (no locations specified)*



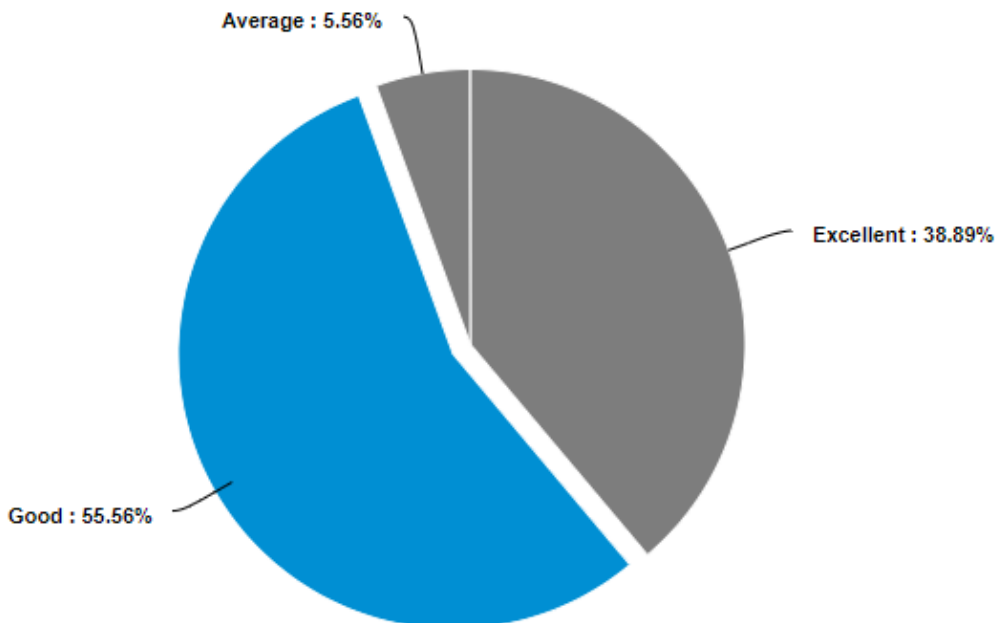
OVERALL, HOW DID YOU RATE THESE INFORMAL TRAINING SESSIONS IN YOUR LOCAL REGION?

Musto Skiff Sailors

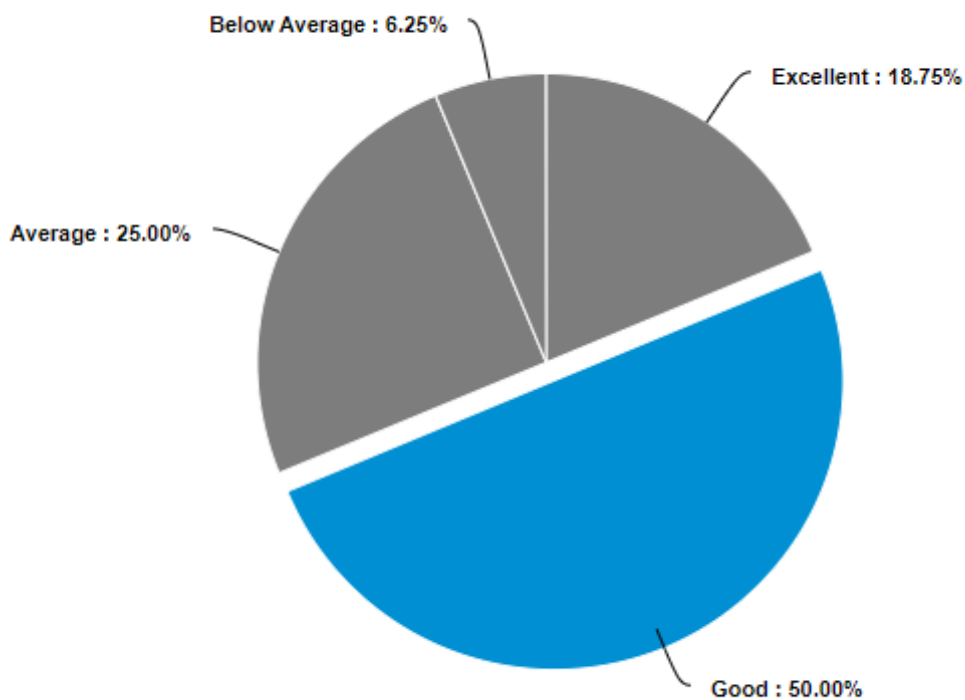
Pre-event information and communication



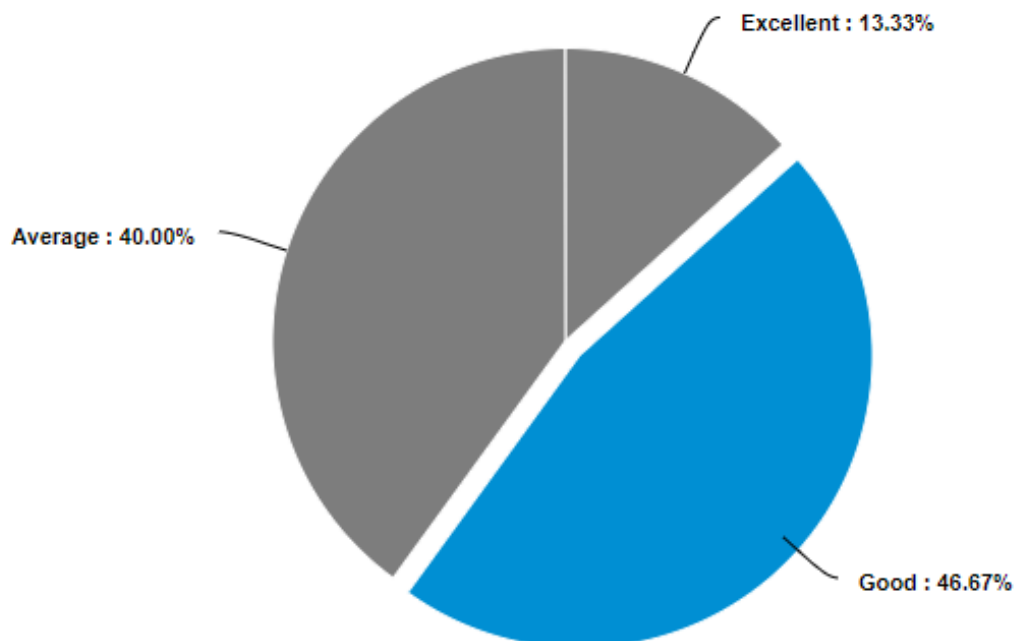
Contribution from top sailors



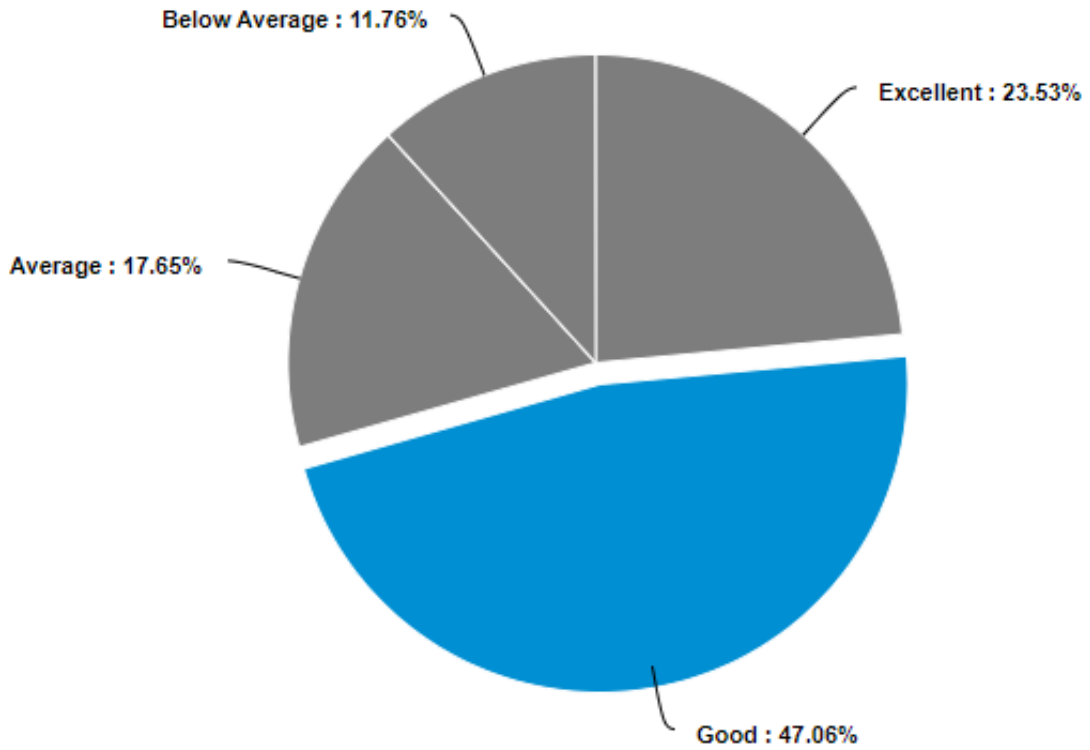
Coaching style



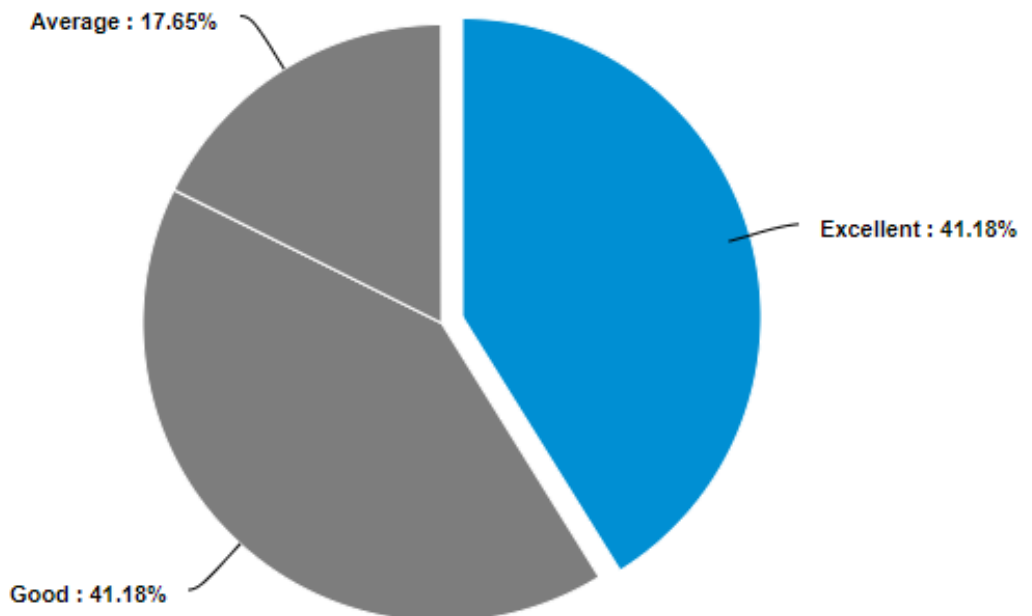
Level of knowledge of coaches



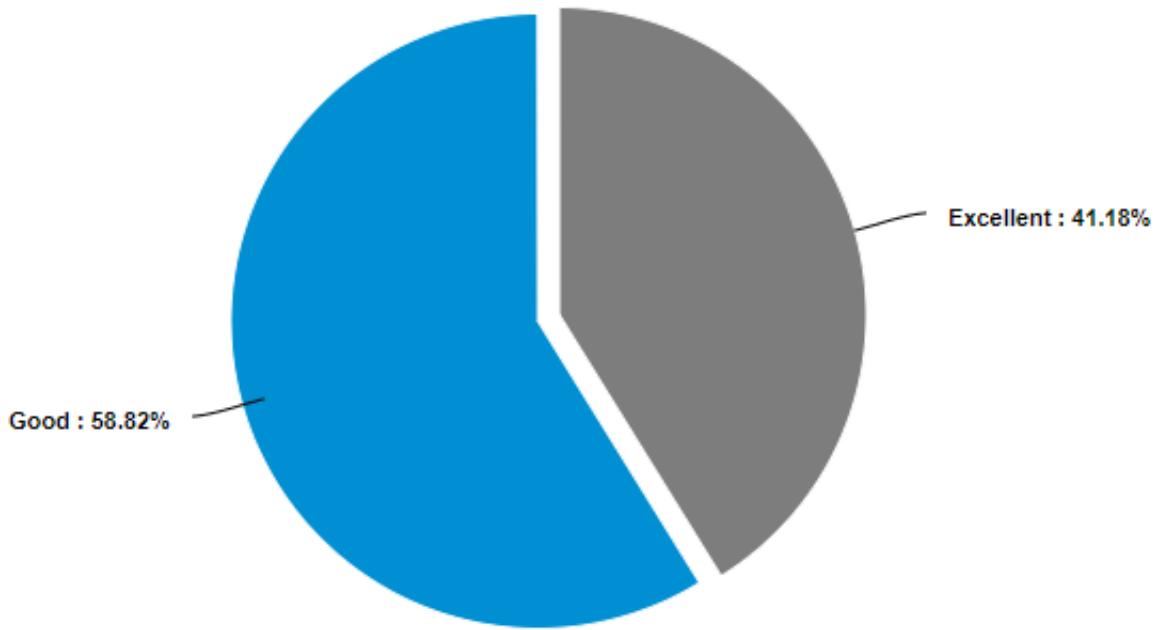
On shore organisation



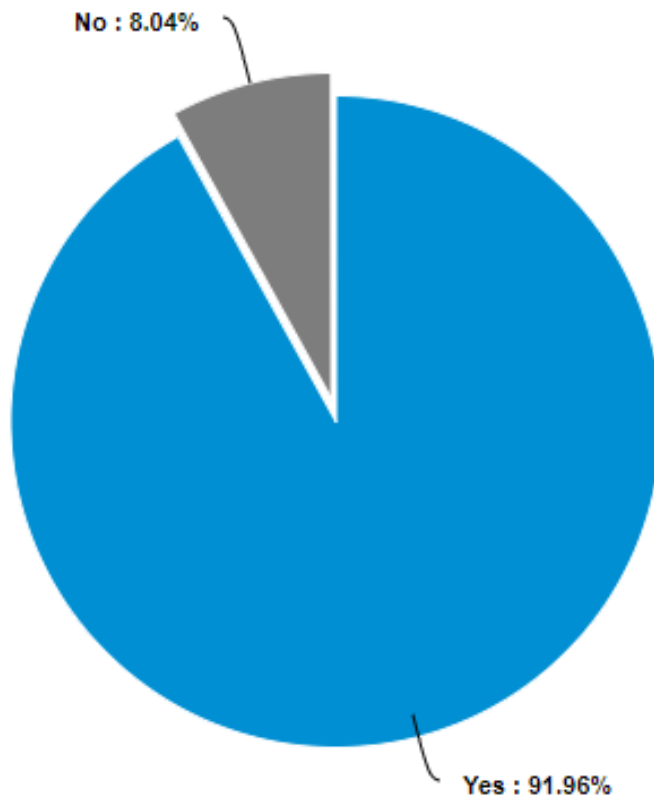
Club Facilities



Venue Suitability for training



Would you like to have more training sessions taking place in your region?



PART 3 - ORGANISED EVENTS & TRAINING



To help us to understand the demand for training by region, we asked the Musto Skiff class to specify if their own sailing club or local region has demand for formal training with the Musto Skiff. The following locations / clubs were highlighted.....

Very High Demand.....

- ❖ Stokes Bay Sailing Club (GBR)
- ❖ North East England (GBR)
- ❖ Derwent Reservoir Sailing Club (GBR)
- ❖ Andijk (NED)
- ❖ Chew Valley Sailing Club (GBR)
- ❖ De Kreupel (NED)
- ❖ Melbourne (AUS)

High Demand.....

- ❖ Chanonry SC, Inverness Scotland (GBR)
- ❖ Dalgety Bay Sailing Club, Scotland (GBR)
- ❖ South Coast (GBR)

Medium Demand.....

- ❖ Blairgowrie (AUS)
- ❖ Cornwall/Restronguet (GBR)
- ❖ Germany North (GER)
- ❖ IJsselmeer (NED)
- ❖ South East (GBR)
- ❖ Spain CN Arenal (ESP)

Some Demand.....

- ❖ Asker(NOR)
- ❖ Bavaria (GER)
- ❖ Blackwater Sailing Club, East Coast (GBR)
- ❖ Brisbane, QLD (AUS)
- ❖ Central Scotland (GBR)
- ❖ Club Nautico Rimini (ITA)
- ❖ Emsworth Sailing Club (GBR)
- ❖ Essex (GBR)
- ❖ Grafham Water (GBR)
- ❖ Greater London (GBR)
- ❖ Gurnard, Solent, UK (GBR)
- ❖ Kent, Medway YC (GBR)
- ❖ Kristiansand, Norway (NOR)
- ❖ Largs, Scotland (GBR)
- ❖ Munich, Germany Ammersee Utting SGU (GER)
- ❖ North Wales - numerous clubs (GBR)
- ❖ North west, Ullswater (GBR)
- ❖ Northern Scotland, Royal Findhorn Yacht Club (GBR)
- ❖ Österreichischer Segelverband (AUT)
- ❖ Perth, Western Australia (AUS)
- ❖ Rutland (GBR)
- ❖ Switzerland, Lake Constance (SUI)
- ❖ Thunersee(SUI)
- ❖ Travemünde, Baltic Sea (GER)
- ❖ UK Midlands / East Anglia (GBR)
- ❖ Ullswater Yacht Club (GBR)
- ❖ UYC Wolfgangsee(AUT)
- ❖ Vienna, Austria (AUT)
- ❖ Weymouth & Portland National Sailing Academy (WPNSA) (GBR)
- ❖ Yorkshire Dales Sailing Club (GBR)
- ❖ Yorkshire North East (GBR)
- ❖ Zurich, Switzerland (SUI)

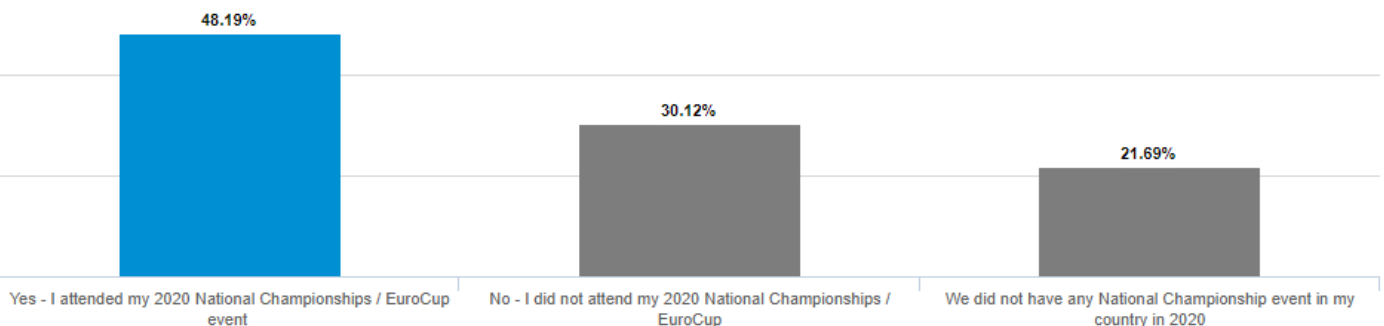
| PART 4A - MUSTO SKIFF MEMBERS | NATIONALS & WORLDS EVENTS



NATIONAL CHAMPIONSHIPS / EURO CUP EVENTS

Musto Skiff Sailors – 2020 CLASS MEMBERS

Did you attend your domestic National Championships / EuroCup Event in 2020?



How did you rate your domestic National Championships / EuroCup Event in 2020?

For those who attended their National Championship / EuroCup event in 2020, we asked them to rate their experience on the following points:

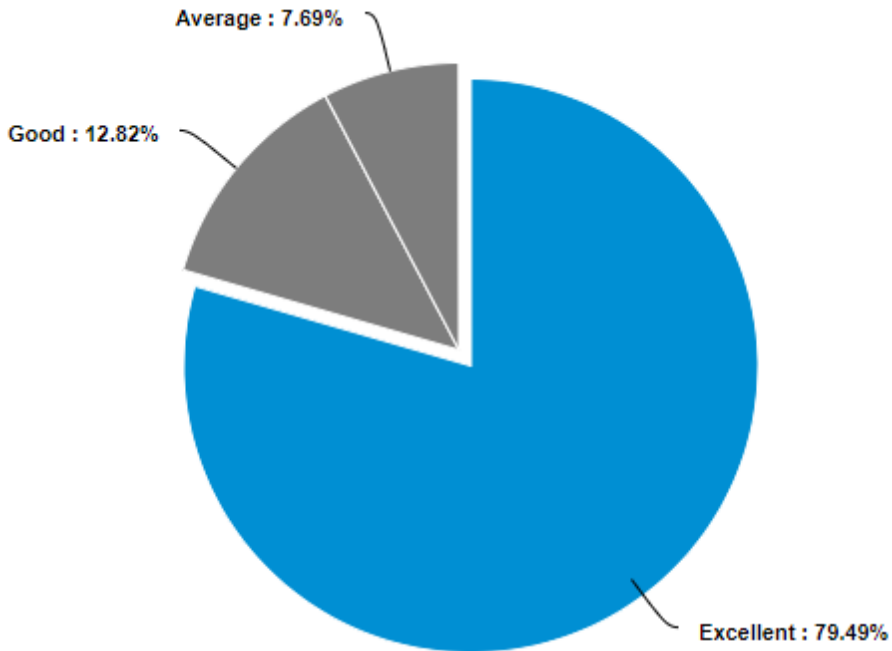
- Pre-event information and communication
- Race management
- Level of competition within the fleet
- On shore organisation
- Club facilities
- Measurement control
- Venue suitability for the championships
- Evening social events (if permitted during the event)
- Pre-event information and communication
- Information and communication during the event
- Post event communications



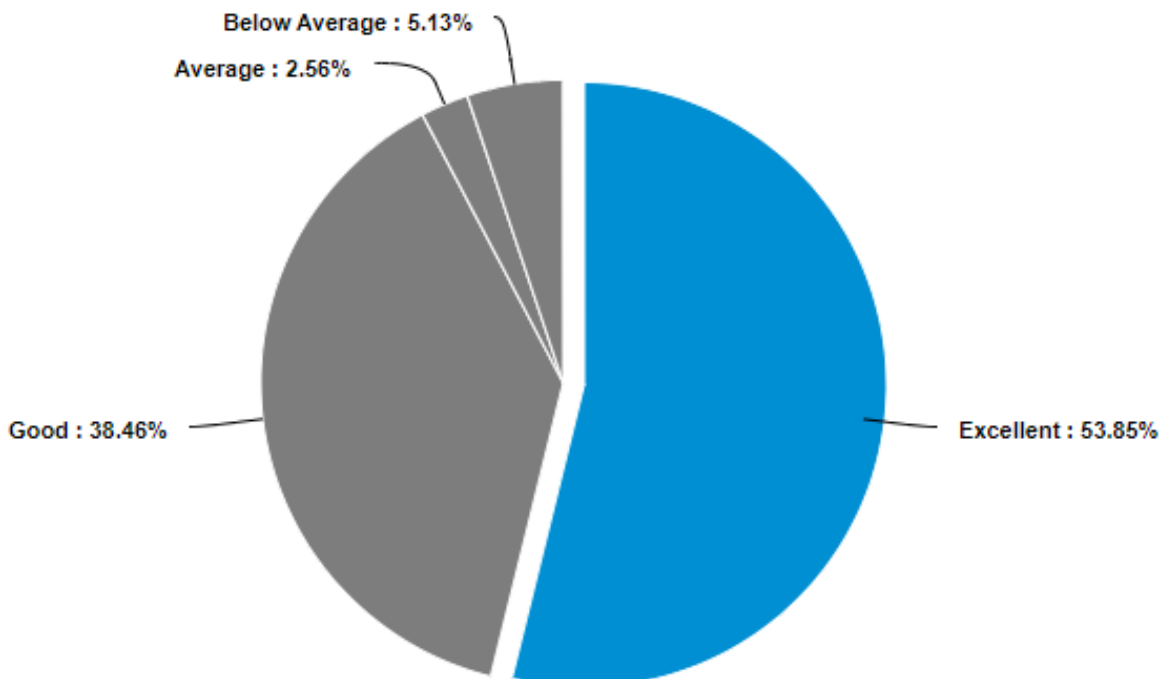
See the next page for the results.....

Musto Skiff Sailors – 2020 CLASS MEMBERS

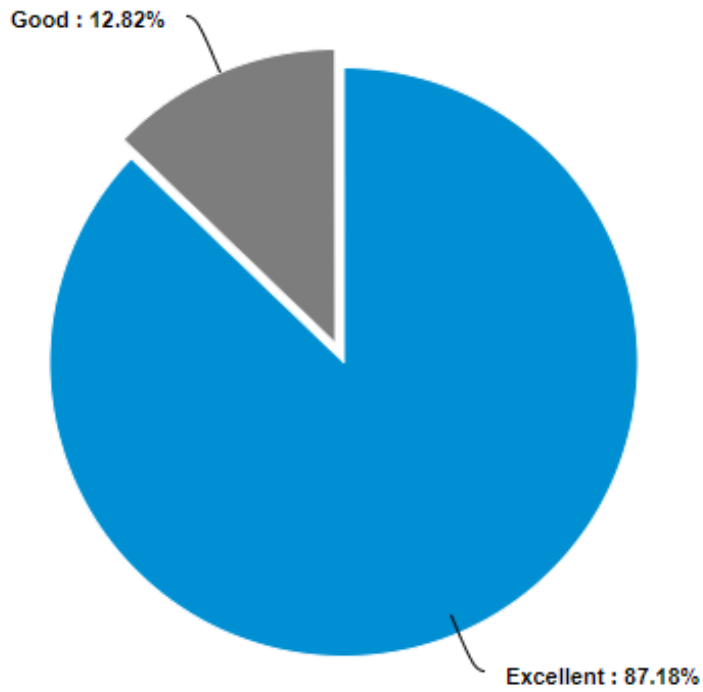
Pre-event information and communication



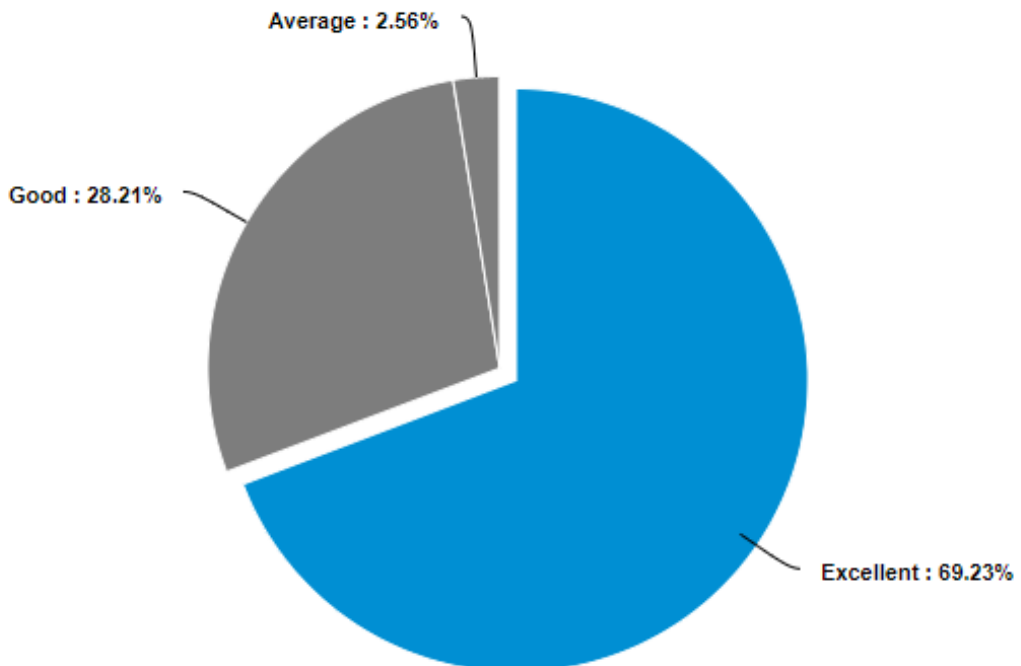
Race management



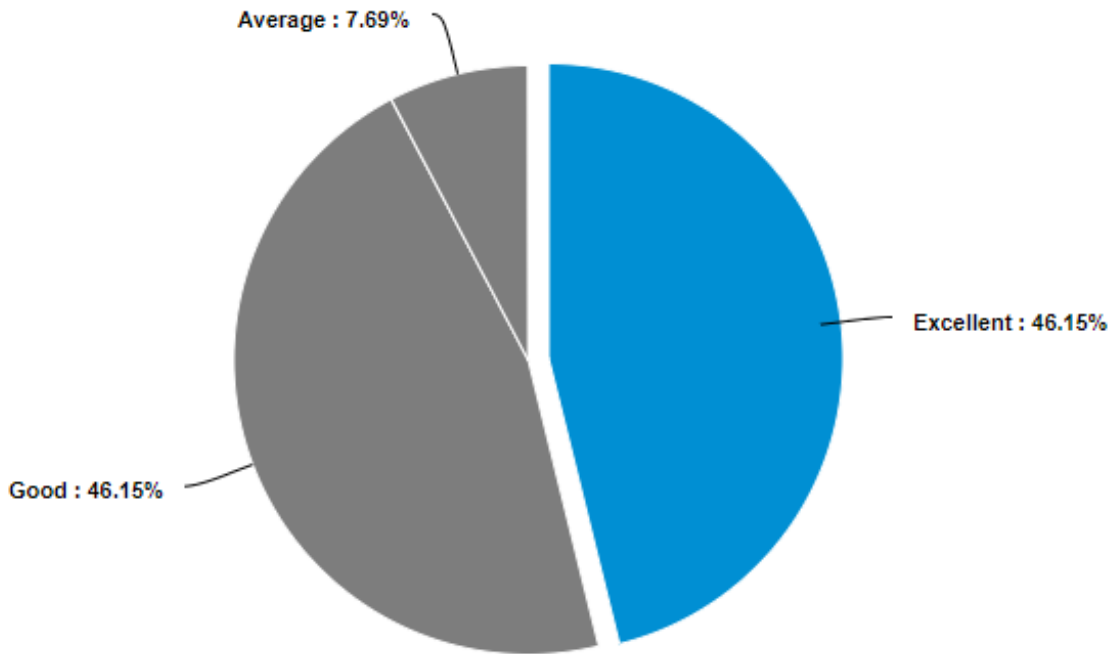
Level of competition within the fleet



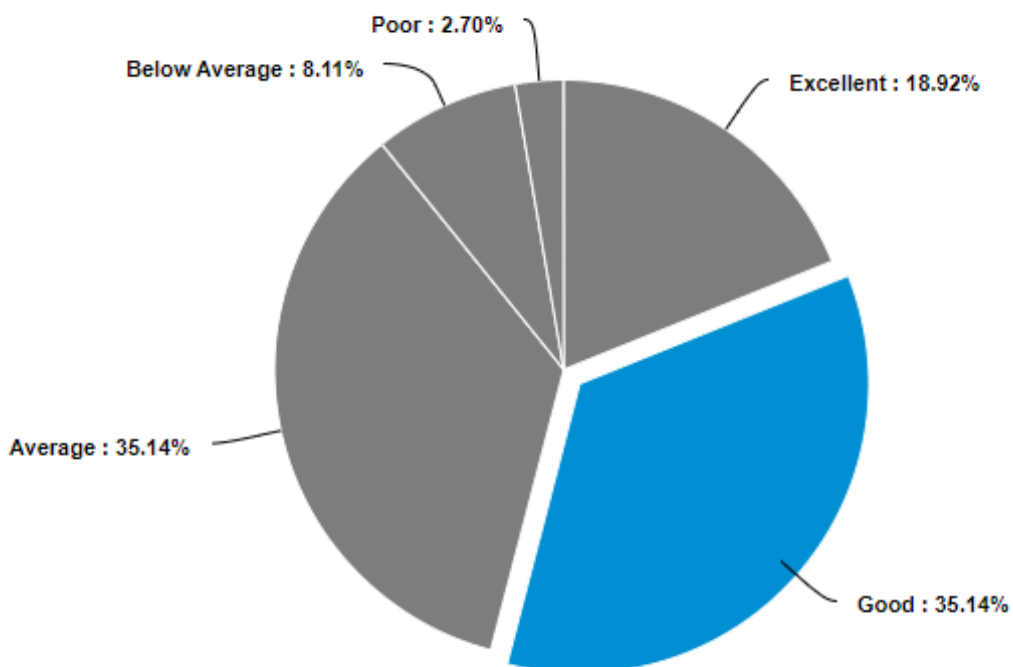
On shore organisation



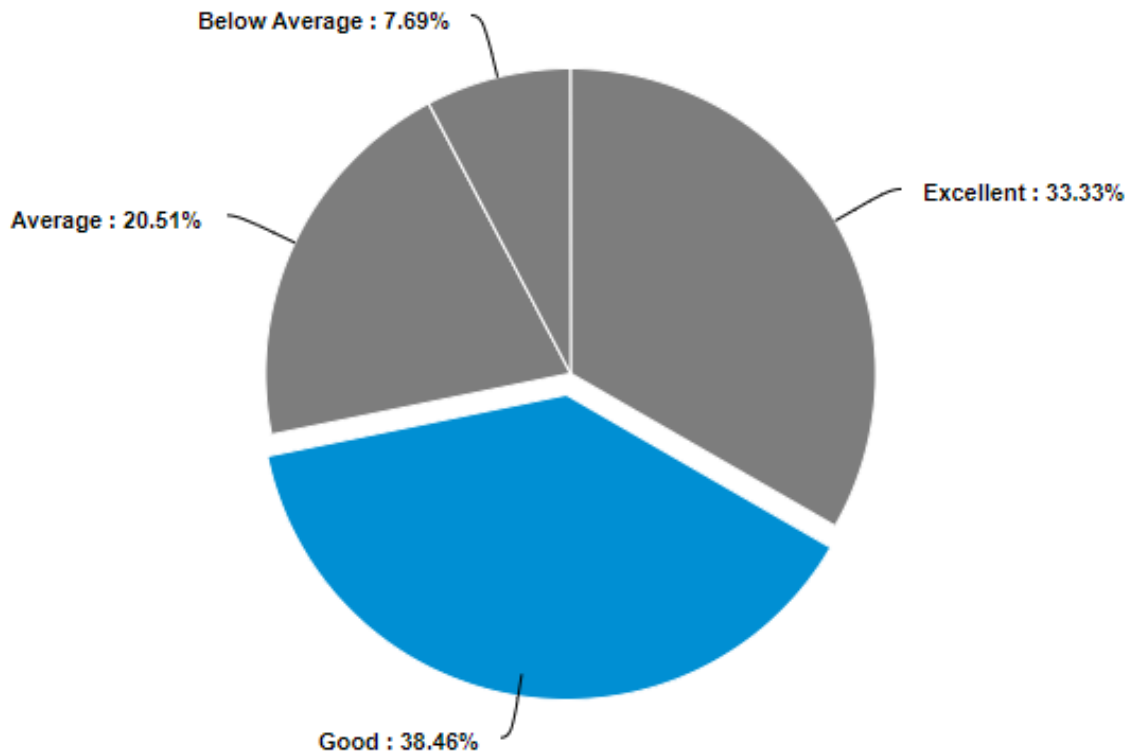
Club facilities



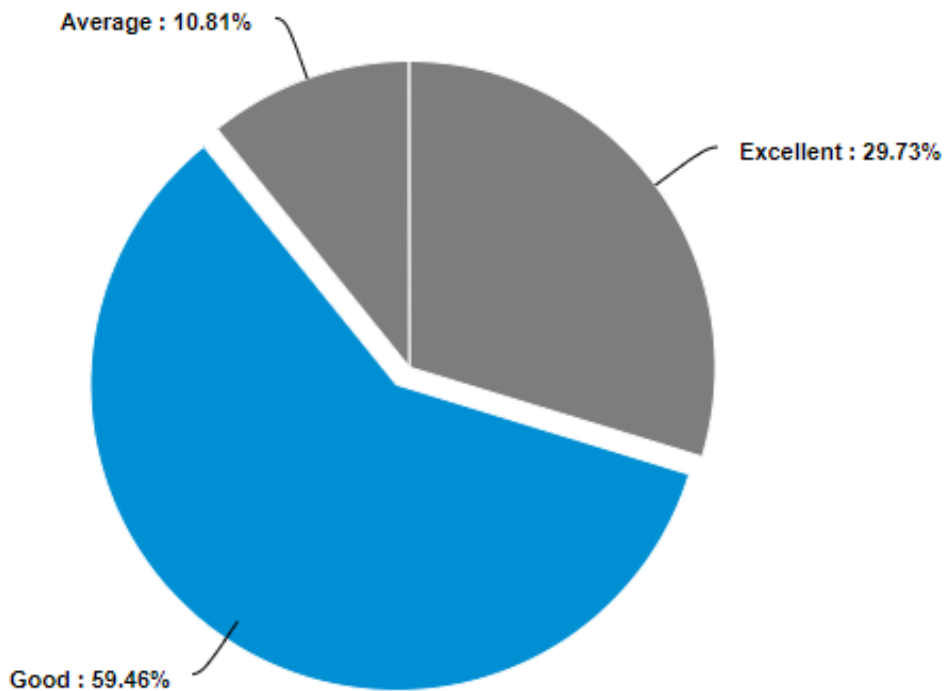
Measurement control



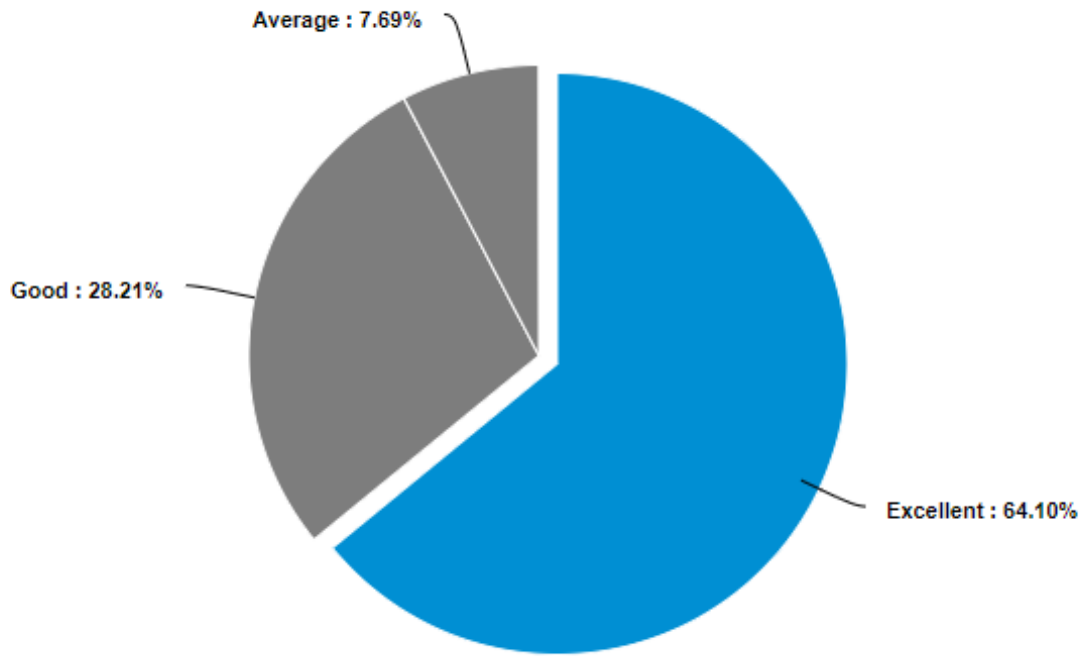
Venue suitability for the championships



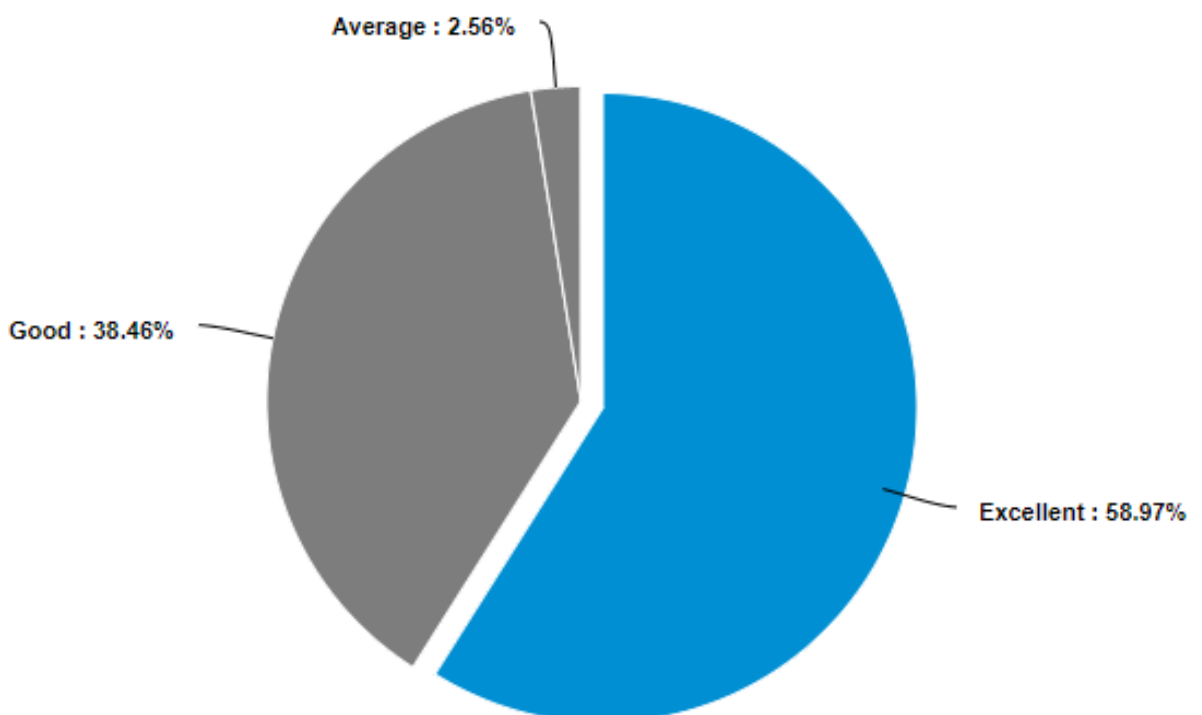
Evening social events (if permitted during the event)



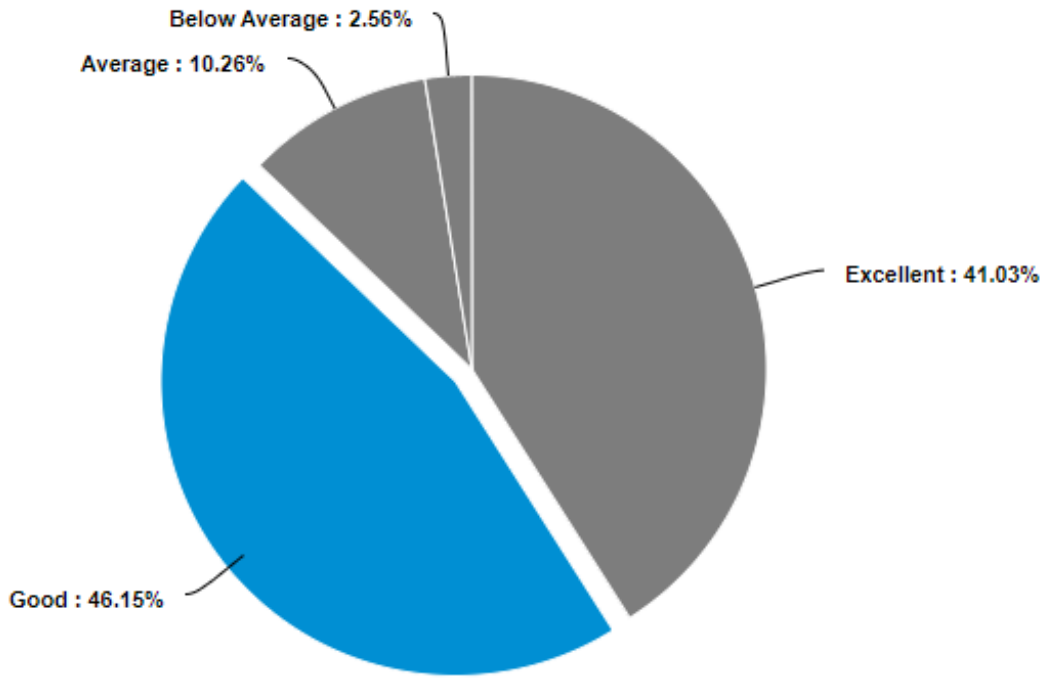
Pre-event information and communication



Information and communication during the event



Post event communications

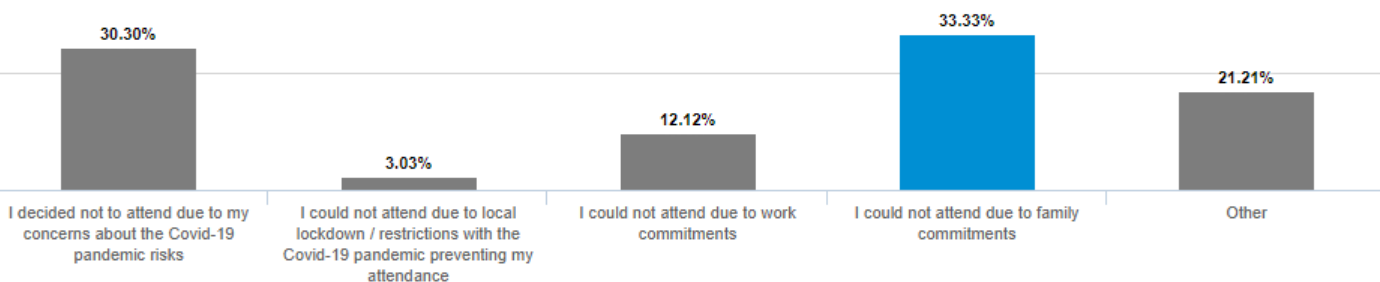


Musto Skiff Sailors – 2020 CLASS MEMBERS

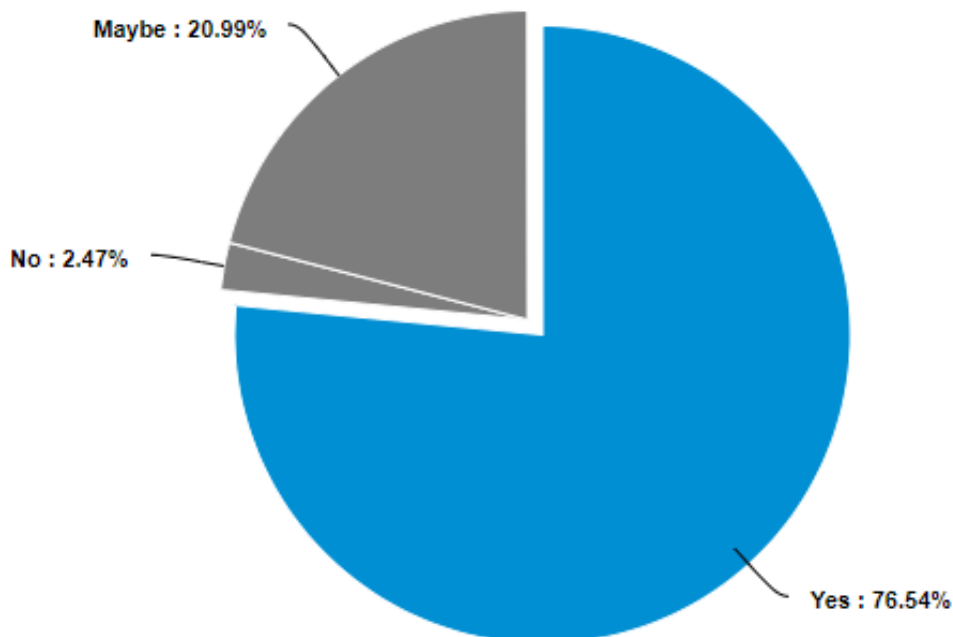
What were the main reasons for not attending your domestic National Championships / EuroCup Event in 2020?

The main reason for Musto Skiff sailors not attending their 2020 Nationals / EuroCup was “family commitments” – at 33%.

The second most cited reason was “concerns about the Covid-19 pandemic risks” - 30%.



If it is deemed safe to host the event, do you plan to attend your next domestic National Championships / EuroCup in 2021?

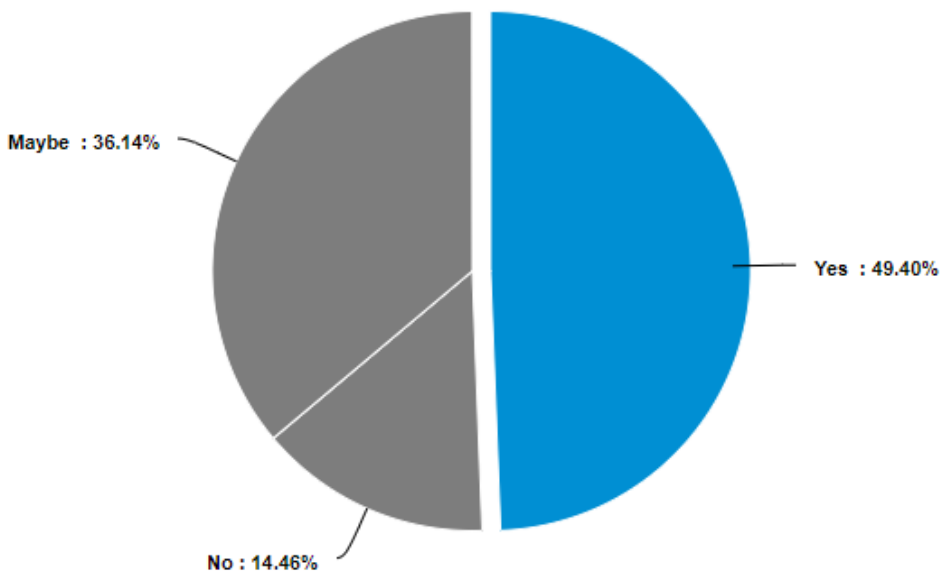


* Results rounded up to the nearest percentage

THE MUSTO SKIFF WORLD CHAMPIONSHIPS

Musto Skiff Sailors – 2020 CLASS MEMBERS

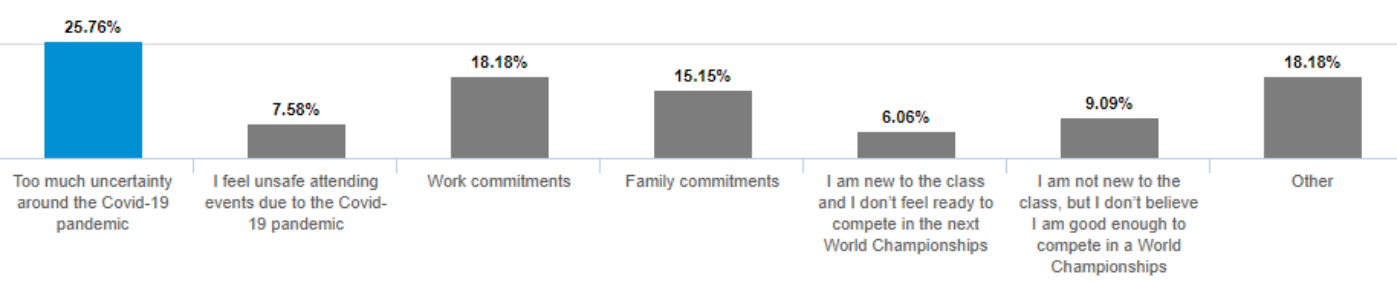
The 2020 Worlds was cancelled due to the Covid-19 pandemic. However, the class is hoping to have a World Championships in 2021 at Lake Garda, Italy. We asked if the class would attend the 2021 Worlds as a competitor, if it is deemed safe to go ahead as planned. The class responded as follows:



For those that answered “no” or “maybe”, we asked what was stopping them from planning to attend the next World Championships at Lake Garda in 2021:

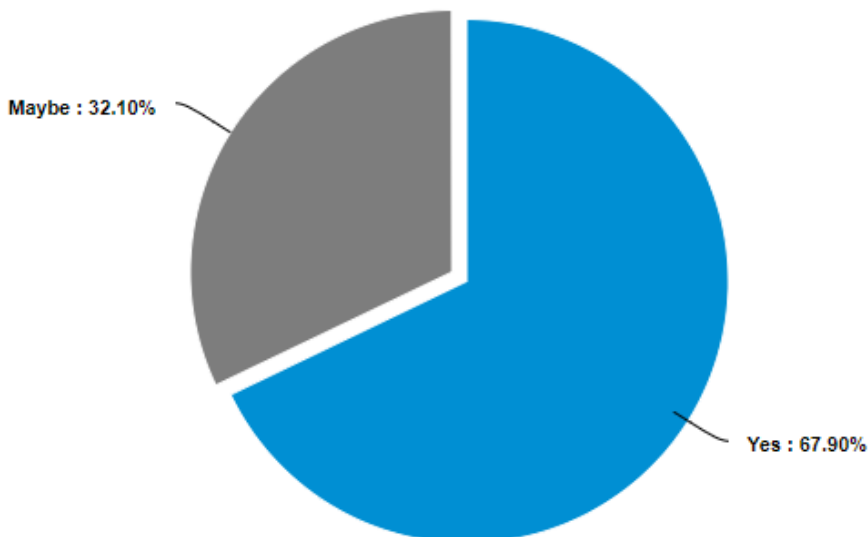
The main reason for Musto Skiff sailors not committing to the next planned Worlds in 2021, was “Too much uncertainty around the Covid-19 pandemic” (at 26%).

The second most cited reason was “work commitments” (at 18%).

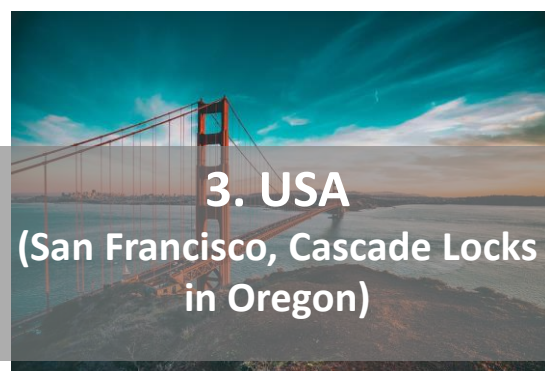


* Results rounded up to the nearest percentage

We have typically hosted World Championships in locations where a local Musto Skiff fleet is already established. If we have the opportunity to host a World Championships in a location with a very small local fleet or no fleet at all, we wanted to know if the class would you still attend and support this location:



We asked if there are any alternative locations that the class would like to see considered for a future World Championship event. The top four most mentioned locations were.....



| PART 4B - MUSTO SKIFF MEMBERS | BOAT & EQUIPMENT DEVELOPMENT



HOW DO YOU RATE THE QUALITY OF YOUR MUSTO SKIFF BOAT COMPONENTS?



EXCELLENT



GOOD



AVERAGE



BELOW AVERAGE



POOR

Musto Skiff Sailors – 2020 CLASS MEMBERS

For 2020, Musto Skiff class members were asked to rate the quality of the boat components. The overall rating for each part was as follows:

HULL



MAST



SAILS



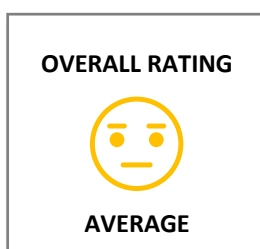
DECK GEAR (FITTINGS)



TROLLEY/TRAILER



TOP COVER

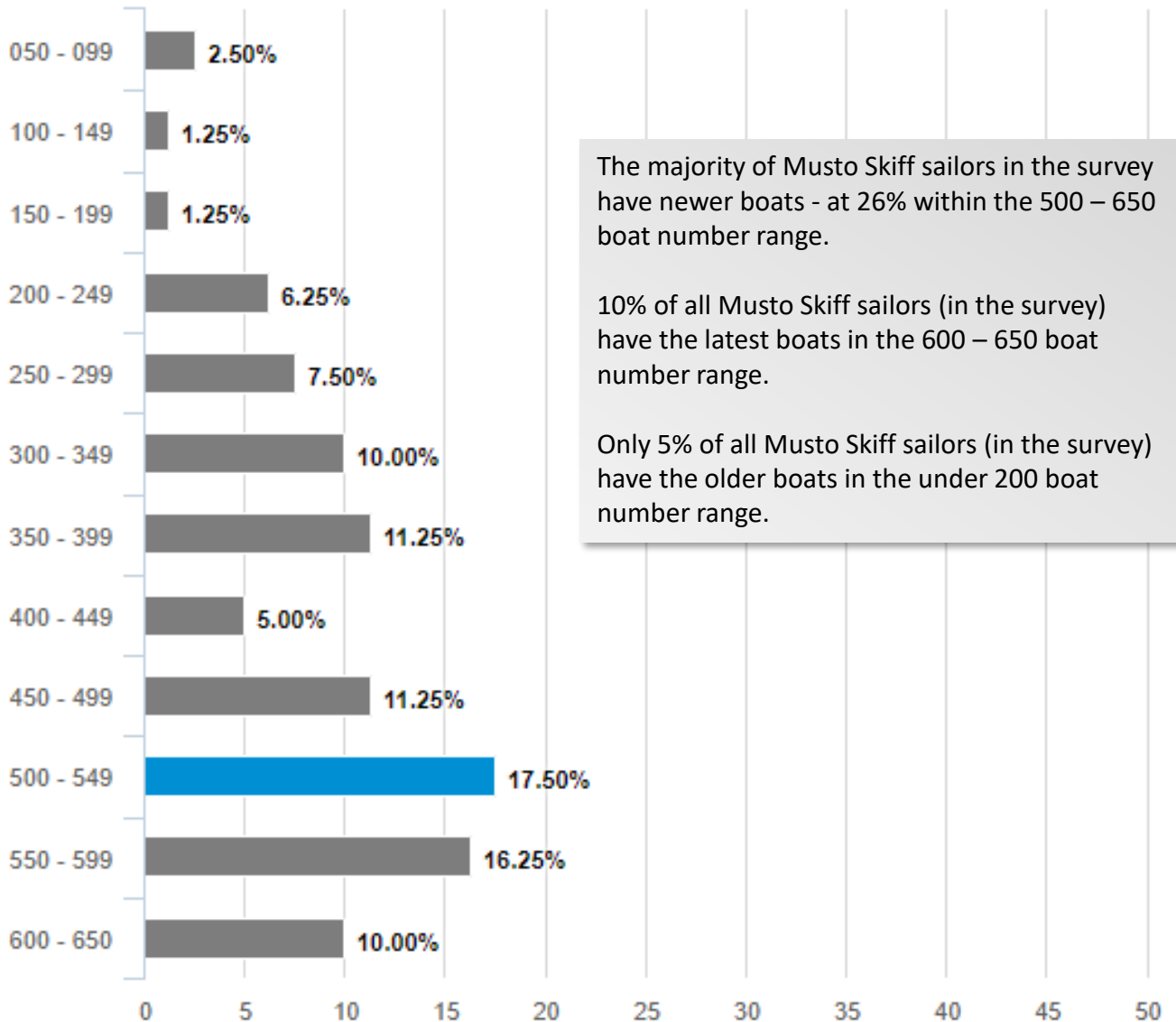


BOTTOM COVER



Musto Skiff Sailors – 2020 CLASS MEMBERS

In what range is the sail number of your boat?

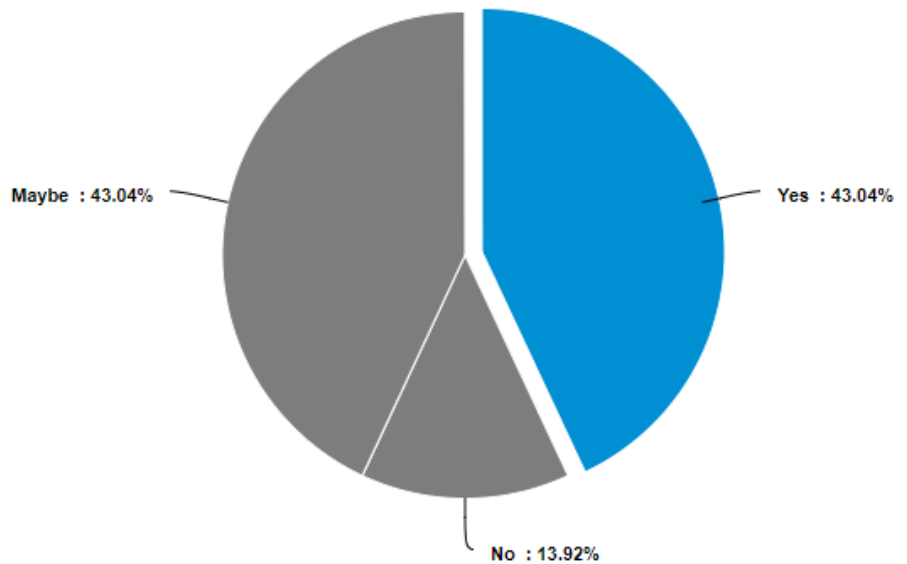


ENCOURAGING OTHER SAILORS TO TRY THE MUSTO SKIFF

Musto Skiff Sailors – 2020 CLASS MEMBERS

Some of our members have encouraged sailors outside of the Musto Skiff Class to join the fleet by lending them their own boat for a test sail. We asked the class members if they would be willing to loan their boat to someone interested in the Class for a test sail:

Most Musto Skiff class members in the survey would lend their own boat to another sailor for a demo, at 43% saying 'yes', 43% saying 'maybe', and just 14% saying 'no'.



For those that said "No", the most cited reasons for unwillingness to loan a boat to someone for a test sail, included:

"Skippers are not familiar to this sort of sailing. Only the 49er sailors are..."

"It would depend on who was borrowing it...."

"Damage - not insured...."

"I will lend it to those who are competent...."

"Departing and arrival too dangerous with respect to damages...."

"Complete beginners causing damage. Very steep learning curve...."

"Safety...."

"It's hard to sail and I don't want it damaged...."

"I don't trust anyone else with my boat. Too precious...."

"Breakages...."

MUSTO SKIFF CLASS SPONSORS AND PARTNERS

Musto Skiff Sailors – 2020 CLASS MEMBERS

The Musto Skiff Class is proud to be associated with a range of long-term sponsors and partners at both a local and international level. We asked the Musto Skiff class if they would recommend the products or services of our class partners and sponsors:



99% of the class would either definitely or potentially recommend Ovington products and services to others.



95% of the class would either definitely or potentially recommend Hyde Sails products to others.



97% of the class would either definitely or potentially recommend Musto clothing and dinghy gear to others



77% of the class would either definitely or potentially recommend Selden products to others.



99% of the class would either definitely or potentially recommend Harken products and services to others



95% of the class would either definitely or potentially recommend Noble Marine Insurance products to others.



99% of the class would either definitely or potentially recommend ACO products to others.

| PART 4C - FUTURE PLANNING
| DEVELOPING THE BOAT AND CLASS
| ONLINE INTERNATIONAL AGM



EXPLORING THE IDEA FOR A NEW SMALLER SAIL (PROJECT XS)

We asked both Musto Skiff sailors and the wider sailing community to provide feedback on the idea of a new smaller sail for the class. Below is a reminder of the project and the questions that we asked all survey participants:

The Musto Skiff is a fantastic boat offering great sailing. Over recent years, there has been a lot of interest from lighter sailors and/or less confident sailors, who sometimes find the current rig too powerful, but are very interested to sail the Musto Skiff.

In light of this interest some initial development was done to create a smaller mainsail and spinnaker kite with the support of our class builder, Ovington. This would be suitable for use on the existing mast, boom and pole, with everything else in the boat remaining unchanged.

This smaller set of sails offers an opportunity to support a wider range of sailing abilities. This, in turn, has the potential to broaden our member base and open up the class to more youth, female, and lighter weighted sailors.

NOTE: This project (called Project XS) is completely separate from the discussions on potential development of a new mainsail design, which is included within the member only section of this survey.

Trials of the Smaller Rig

To explore the idea and suitability of introducing this additional rig set (smaller sails) to the class, prototype sails were made and a number of people were invited to trial these sails.

See the photo of the smaller prototype sail on the right (shown over our current full sized mainsail).



The feedback from the trials proved very useful. The trials indicated that the smaller rig works well, would suit the desired lighter weight range and that the sailing experience was still 'fast and fun' with a smaller rig. Based on this, there is potential to generate significant additional interest in the class.

What next?

It is proposed that further development work is done to progress the idea of creating an optional rig with the aim of encouraging a broader range of sailors to join the class. Having two rig sizes would obviously require some clear rules in the Sailing Instructions. For example, people will not be allowed to swap sails during a regatta and must choose before registration between the full rig and smaller rig.

Longer term, if a smaller rig development is successful, the class membership will be asked to vote on how this is adopted along with the standard rig. Considerations may include:

- a) Use it as an introductory rig only; not permitted for racing;
- b) Establish an integrated fleet; where sailors can choose to race with either, but must choose one for an entire event (or season); or
- c) Establish a separate fleet (pending building sufficient numbers to justify doing so), therefore we could have two fleets for the Musto Skiff class. Those of you who are familiar with the RS aero (with its 5, 7 and 9 rigs), and the ILCA (4.7, radial and standard) will know how successful this has been.

We would like to get your feedback on the smaller rig idea:

The international committee would like to gather views on this 'Project XS' from both members and non-members. Please provide your views on the following questions:

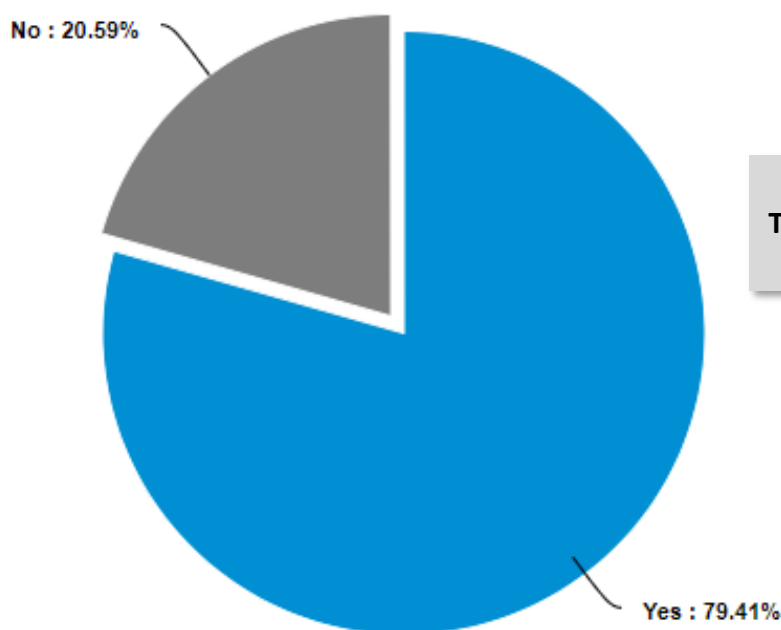
- A. Do you agree that a smaller set of sails will help to increase the interest/membership in the class?**

- B. Would you support a smaller rig for the Musto Skiff class?**

See the next page for the results.....

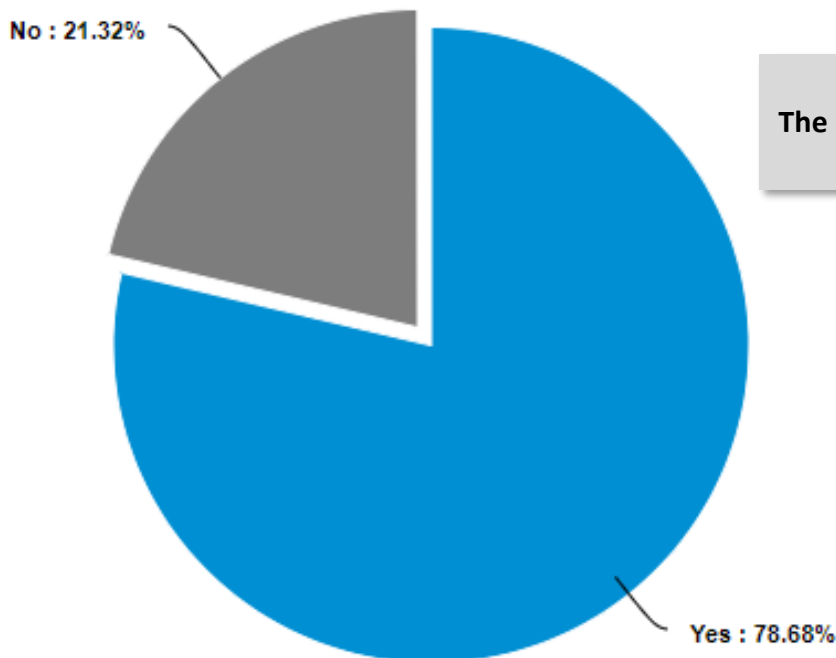
RESULTS FOR FEEDBACK ON THE SMALLER RIG PROJECT:

A. Do you agree that a smaller set of sails will help to increase the interest/membership in the class?



The majority said YES

B. Would you support a smaller rig for the MUSTO Skiff class?



The majority said YES

OUTCOME OF FEEDBACK ON SMALL RIG PROJECT

SMALL RIG PROJECT – NEXT STEPS

The 2020 survey provided an opportunity for feedback from Musto Skiff sailors and the wider sailing community on the idea of developing an optional smaller sail for the class to encourage a broader range of sailors to join the class.

- 79% agreed that a smaller set of sails will help to increase the interest/membership in the class
- 79% would also support a smaller rig for the MUSTO Skiff class.

The international committee will now develop this project further to progress the idea of creating an optional smaller rig for the Musto Skiff.



MEMBER VOTE ON THE 'NEW MAINSAIL DESIGN PROJECT'

All Musto Skiff class members were invited to provide feedback and vote on the proposal to explore a new mainsail design. Below is a reminder of the project and the questions we asked all respondents:

The Musto Skiff Class continues to be a vibrant class, attracting new sailors of a range of age groups, many coming from other strong classes, such as the Moth, 29ers, and 49ers. As a high performance skiff that continues to deliver good, competitive racing and a product that is very durable, the boat design overall has undergone virtually no changes since the class was established some 20 years ago.

In recent years, the class proposed that we consider updating our mainsail design to take advantage of new sail technologies and design expertise in order to remain 'current' and to be proactive in protecting our class image. In 2017, a member vote in support of this led to a project being initiated to explore our options for a new mainsail design.

The outcome of this 2017 project :

Following the member decision to explore design options, a prototype of a more modern style sail was designed. This prototype sail was developed and trialed. It was concluded that the sail did not provide sufficient advancement to move forward with a redesign and it was agreed that further work was required. In February 2019, the class voted to 'pause' the project and defer it for review again in two years time (in February 2021).

Where are we now? :

As we approach the review point, we are inviting you, the Class Members, to consider the following options:

- Option 1: Further Deferment - Continue with existing mainsail; and do no further design work for another 2 years.**
- Option 2: Visual Change - Keep the existing mainsail profile, but change the sail cloth.**
- Option 3: Redesign - Develop and test a design for a new more modern sail.**

It is very important to note that this is **NOT** a vote to adopt a new mainsail. This is a vote to assess if Class Members want to explore options to develop a different mainsail design, or defer this process again.

If the Members vote to continue the development process, any proposed changes to the mainsail would need to undergo a lengthy design, development and testing process to confirm the suitability of the design. As an example, a majority vote for either option 2 or option 3, would initiate a staged process as follows:

- Stage 1:** The class association would start a lengthy development project and design process, whereby one or more prototype sails would be produced for trial by sailors in various countries. This stage will take at least 12 months.
- Stage 2:** If trials are successful and the design is deemed suitable, class members would be invited to vote again to either i) produce the new mainsail or ii) stop work on the project and defer it again.
- Stage 3:** If a new design is supported by a majority vote, it will be developed for commercial use. This will take some time to produce.
- Stage 4:** Once the sail is ready, a long period of notice will be provided before any new sail will become eligible for use in regattas (over 18 months). This period of development and integration into the class will provide sufficient time for sailors to plan their replacement sail schedule. It will also help to minimise disruption in the supply chain.

Should a redesign project go ahead, the lengthy timeline required for this project will provide the class with sufficient time to plan for replacement and wearing out of current sails. However, this also means that if Class Members vote by a majority to defer the development process again, it could be at least 4 to 5 years before any new design is ready.

Member Voting Options:

Please read all of the following options and vote for the option that you most agree with. You can only vote for one option.

Option 1: Further Deferment - Continue with existing mainsail; and do no further design work for another 2 years

Points to consider:

Advantages: The current sail is considered to be (i) effective, (ii) operates through the wind range, and (iii) allows a wide range of sailor weight. The current mainsail is also durable and the majority of the class only replace their mainsail every 2 - 3 years. More active competitive sailors typically replace sails every 1 – 2 years. The current sail still delivers good boat performance and competitive sailing. Some in the class may hold the view that the current mainsail already looks great, so why change it.

Disadvantages: The class has been established for 20 years with the same sail. During this time materials, technology, sail design knowledge and techniques as well as sail designs have changed. When compared to more modern dinghies (particularly skiff classes), the sail may be perceived as out of date with many other classes adopting the more modern square top sails and decksweepers. Keeping existing members and attracting new members is dependent on a number of factors, including perception about the boat. All classes need to adapt and change with time. If we find that change is necessary, any proposed new design will take time to implement (at least 4 - 5 years) and we may not be able to do this quickly enough to react to necessary change.

Option 2: Visual Change - Keep the existing mainsail profile but change the sail cloth

Points to consider:

Advantages: This option would enable the class to explore different cloths (and perhaps panel layouts), but remain within the general profile and performance of the current design. Following the 2017 trials, many people commented that an all-black fibre laminate for the mainsail (used in the 2017 prototype sails) looked more modern. An image change rather than full redesign could offer an interim measure to modernise the class without a complete redesign. The tests also showed that the prototype sail cloth was lighter and could, therefore, help boat handling.

Disadvantages: The visual change may not be enough to show that the class is in line with newer design trends and technology. The class may still be at risk of being perceived as out of date for not progressing to a more modern sail. The new sail cloth may not maintain its competitive longevity for as long as the current sail, but it should at least last as long as the sails being used by the majority of other classes right now.

Option 3: Redesign – develop and test a design for a new more modern sail

Points to consider:

Advantages: A new sail will make use of recent materials, design software, expertise and skills, to provide a sail in line with current trends, and thereby helping to modernise the look of the class and attract new members. If we adopt this option sooner rather than later, we will have more time to explore new designs and cloths to find a solution that maintains the existing competitive weight band range and has a reasonably durable competitive life of the sail. Based on the typical life cycle of the current sail (before replacement is needed) and the lengthy timeline needed for the development process, sailors will be able to plan replacement sails without incurring significant additional costs. By exploring designs proactively, we will also be more prepared to react and adapt to a new design if the class decides it is necessary to do so.

Disadvantages: It is recognised that discussion, even just to explore potential change, can lead to uncertainty and leave some members unsettled. If a new mainsail is adopted sailors may feel pressure to purchase the new sail. Sailors may resent a perceived loss of value of existing sails. As with any change, there will be a period of adjustment where membership numbers could stall temporarily while the class adapts.

Voting Options Summary

Select the option that you most agree with and would like to vote for:

- Option 1: Further Deferment - Continue with existing mainsail; and do no further design work for another 2 years**
- Option 2: Visual Change - Keep the existing mainsail profile but change the sail cloth**
- Option 3: Redesign - develop and test a design for a new more modern sail**

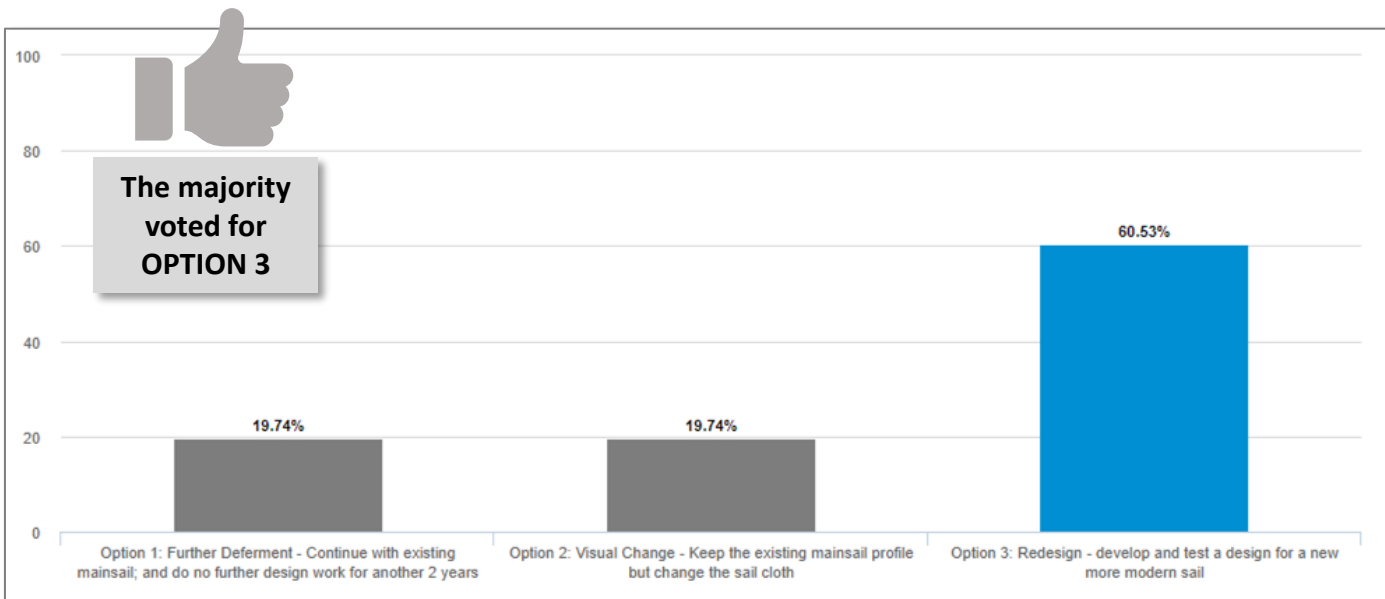
See the next page for the results.....

RESULTS FOR CLASS MEMBER VOTE ON NEW MAINSAIL DESIGN PROJECT:

20% of members voted for **Option 1**: Further Deferment - Continue with existing mainsail; and do no further design work for another 2 years

20% of members voted for **Option 2**: Visual Change - Keep the existing mainsail profile but change the sail cloth

60% of members voted for **Option 3**: Redesign - develop and test a design for a new more modern sail



* Results rounded up to the nearest percentage

OUTCOME OF CLASS MEMBER VOTE ON NEW MAINSAIL DESIGN PROJECT

NEW MAINSAIL DESIGN PROJECT – NEXT STEPS

All Musto Skiff class members were invited to provide feedback and vote via the 2020 survey on the proposal to explore a new mainsail design.

- 20% voted for Option 1 - 'Continue with existing mainsail; and do no further design work for another 2 years'
- 20% voted for Option 2 - 'Keep the existing mainsail profile, but change the sail cloth'
- 60% of class members participating in the 2020 survey voted for Option 3 – 'to develop and test a design for a new, more modern sail'

Based on the outcome of this vote, the international committee will now work with the class boat builder, Ovington Boat's, and key partners to develop this project further (i.e. option 3).

This will be a lengthy process and the international committee will endeavour to keep the class members updated and involved at the key stages as the project moves forward.



MSCA MEMBERS STANDING FOR RE-ELECTION

MSCA MEMBERS ONLY ELECTION OF MUSTO SKIFF INTERNATIONAL COMMITTEE MEMBERS

There are currently six active International Committee Members standing for re-election for 2021. For the currently active roles, we asked Musto Skiff class members if they were in favour of re-electing the following members for 2021:

- Andy Tarboton (RSA) - Chairman**
- Jamie Hilton (GBR) - Treasurer**
- David Rickard (AUS) – Class Secretary (Acting)**
- David Rickard (AUS) – Compliance Officer**
- David Rickard (AUS) – Technical Liaison & Technical Sub-Committee Member**
- Chris Turner (GBR) - Builders Rep & Chair of the Technical Sub-Committee**
- Rob Taylor (GBR) - Class Measurer & Technical Sub-Committee Member**
- Natalie Hilton (GBR) - Marketing & Communications**

RESULTS:

All International Committee Members were re-elected for 2021 by majority vote.



MSCA MEMBERS STANDING FOR RE-ELECTION

RE-ELECTION OF NATIONAL COMMITTEE MEMBERS FOR THE ROLE OF COUNTRY REPRESENTATIVES:

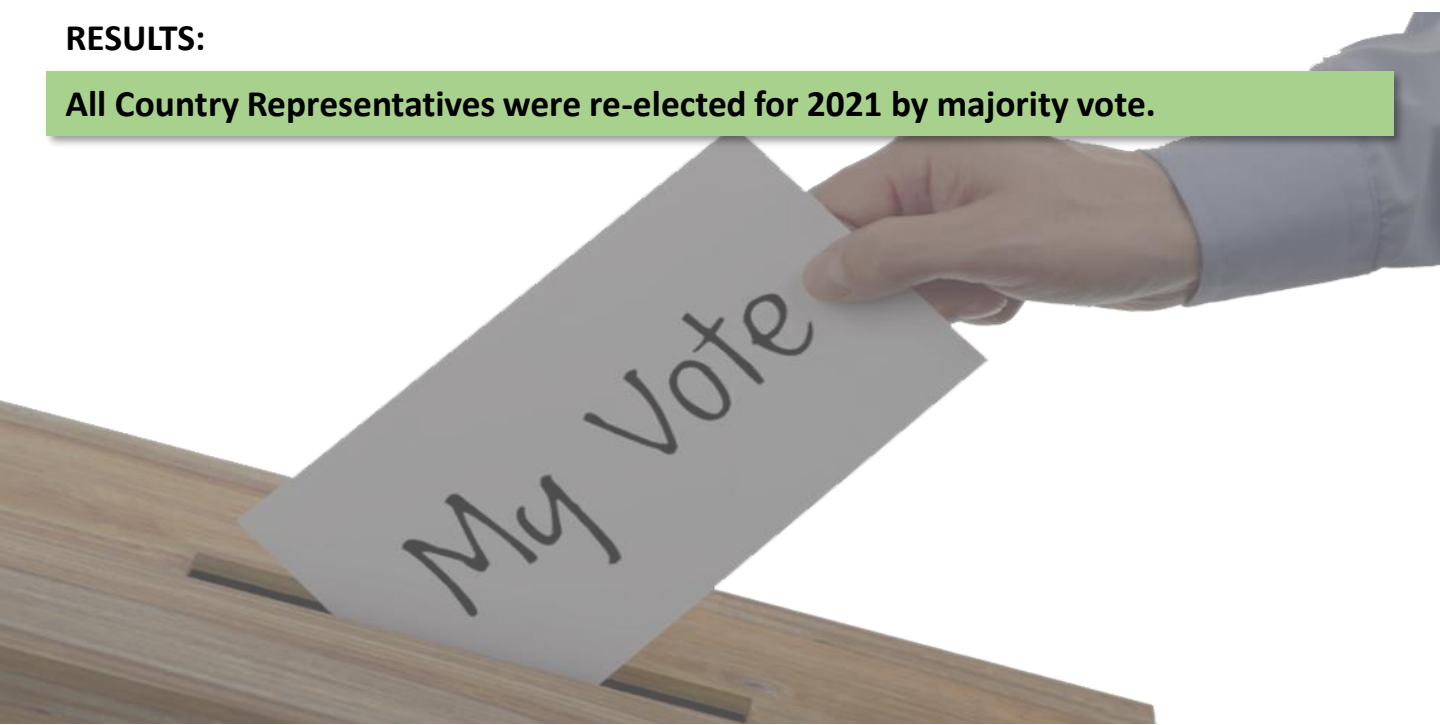
There are currently 13 committee members standing for re-election as Country Representatives for 2021. We asked Musto Skiff class members if they were in favour of re-electing the following representatives for their region:

- AUS Representative - Tim Hill (AUS)
- AUT Representative - Klaus Costadedoi (AUT)
- BEL/NED Representative - Huud Ouwehand (NED)
- ESP Representative- Justo Martinez (ESP)
- FRA Representative - Joann Justeau (FRA)
- GBR Representative - Ben Schooling (GBR)
- GER Representative - Bo Frohne (GER)
- ITA Representative - Bruno Pari (ITA)
- NOR/SWE/DEN/FIN Representative - Geir Odmar Heldal (NOR)
- RSA Representative - Andy Tarboton (RSA)
- RUS Representative - Yaroslav Petrov (RUS)
- SUI Representative - John Archer (GBR)
- USA/CAN Representative - James Bane (USA)

(NOTE: Other Country Representatives may be elected through a local AGM.)

RESULTS:

All Country Representatives were re-elected for 2021 by majority vote.



A FINAL WORD FROM THE CLASS OF 2020....



“Keep up the amazing work, it’s a great class that I’m proud to be part of.”

“Big thanks, really enjoying my time in the Musto again - brill boat, great friends, and good craic....”

“Online training in relation to the rules would be particularly useful....”



“Thanks for providing us with this opportunity to have an impact and thanks to all active members supporting the class for your good and hard work!”

“...must invest time with the new boat owners, so that they master the basic manoeuvres.”

“Keep up the good work. Hopefully, events in the wider world will allow more sailing in 2021!”



**Thank you to everyone who participated in the
2020 MSCA Annual Survey.**

**We also want to extend our thanks to all of the Musto Skiff sailors
who supported the class in 2020 – we look forward to seeing all of
you on the water again in 2021!**

**With thanks to all our international and regional
class sponsors and partners:**



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This report was published on 25th February 2021. All statistics and information are based on the results of the 2020 MSCA Annual Survey, which was distributed to the global sailing community on 5th December 2020, with the survey closing on 30th December 2020.