

Sailing 11 July 2010

Winter Series 4

The wind varied between light and nothing. It was mostly from the east when there was any. A couple of buoys were moved back from where they had been put last week and a simple triangular course was set to cater for the slow boats speeds expected. Even then two of the scratch races were reduced to single laps to ensure it wouldn't overrun the time allowed.

When the wind died it made it somewhat of a lottery whether it would come back from somewhere else and a small mistake, or simply being the wrong side of the course, could take a boat from the leading bunch to the back or vice versa.

James was back and had the best score of the day with 2 wins and good placing giving a total of 11. Bruce was just 1 point behind with one win and a couple of 2nds.

I had managed to win the first race and, equal with Neil Purcell and Allen Reynolds, 3rd top day score, but our day total was 23, the same as James' plus Bruce's.

Harry won the fifth race and he and Allen were on a total of 24 for 5th equal. Gary Irwin won the divisional race with the simple strategy of getting out in front and staying there. In fact he was so far ahead that when the wind died at the downwind mark he threatened to lap the boats stuck there.



Gary leads around the wing mark on the first lap.

A protest was heard after an incident at the final mark in race 3. Ivan was in a group of three clear ahead of Brian and I. The group ahead turned wide enough for me to get through inside but Brian collected Ivan and Gary taking them to the bridge. The protest committee found that Ivan was due redress and gave him a placing that he was judged he would have taken.

Other News:

Gary Irwin broke his mast on 64 during the week. Although it is only a few months old it had corroded at the top of the copper jointer, just where water will work on the dissimilar metals. When he knocked the mast it broke across the mast section right at the top of the jointer and split down the sail groove to the join.

He was unable to buy a new mast but fortunately a spare was available that has been lent to him.

In the **Divisional Series** Gary Irwin is well ahead in C. Neil, Ivan and Harry are equal first in B division and in A John Dowler and I are equal first with Kevin Webb and Geoff McGill each 1 point behind.

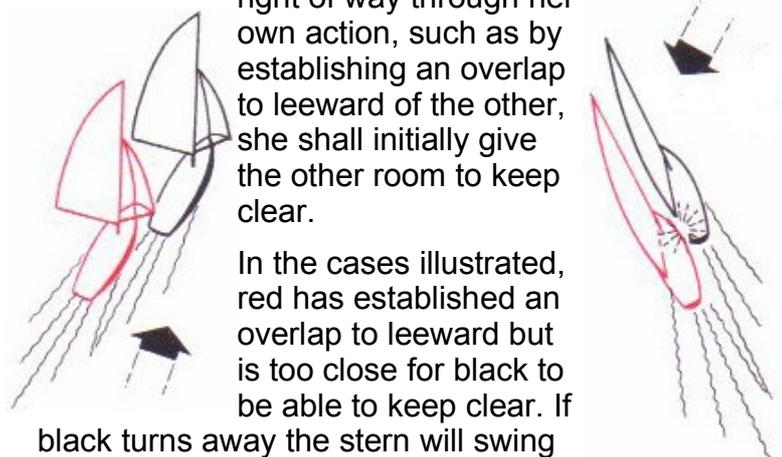
Rules 11, 12, 15:

Rule 12 is that when boats are on the **same** tack and not overlapped the one clear astern must keep clear.

Rule 11 is that when boats are on the **same** tack and overlapped then the windward boat must keep clear.

If a boat (red) that is clear astern gains an overlap to leeward of another (black) (within two boats lengths to leeward) then the right of way changes. Initially the boat astern (red) must keep clear, then the boat to windward (black) must.

Rule 15 requires that when a boat (red) acquires right of way through her own action, such as by establishing an overlap to leeward of the other, she shall initially give the other room to keep clear.



In the cases illustrated, red has established an overlap to leeward but is too close for black to be able to keep clear. If

black turns away the stern will swing and hit red.

If there is any collision then it will be red that gets the penalty for infringing rule 15.

Next Week(s):

July 18 and 25: Winter Series continues.

New Zealand Radio Yacht Squadron

Web site: <http://Azonic.co.nz/NZRYIS/>
Secretary: pfa@Xtra.co.nz