

# Sailing 15 April

## Autumn Series 6

A light Northerly wind meant that the races could be slow, and indeed, most races did take 20 minutes each, but we managed to get through all 6 before 4pm.

Ian had problems with his sail servo and took my old 01 which he did quite well with in a couple of races. The club boat was used for a couple of trial sails by passers by.

Neil Cullen won two races: numbers 2 and 6.  
John McCaulay won race 4 by a good margin.  
Kevin Webb won race 3 and holds 2nd in series.

In race 5 Geoff McGill and Neil Purcell got out in front and fought for the lead all the way around with Geoff taking the win by a small margin.  
Geoff was top boat for the day with a score of 14 and retains his lead in the series.

Bruce won the first race by a large margin. With a few 3rd places he scored 15 for the day giving him 2nd and has held onto 3rd in the series.



I managed enough places to get third day score of 16. My boat hasn't been featured for a while so here it is in race 3 finishing in 2nd place well behind Kevin, but well ahead of Bruce and the rest.

Next week is the Finals of the Autumn Series and the Current Divisional series.



*This group got to the S mark in a bunch with almost no wind. They managed to get around with no problems.*

## Next Week(s):

**April 22: Autumn Series FINAL**

**April 29: Lay Day**

**New Zealand Radio Yacht Squadron**

**Web site:** <http://Azonic.co.nz/NZRYIS/>

**Secretary:** [pfa@Xtra.co.nz](mailto:pfa@Xtra.co.nz)

## Penalties:

An issue has been raised about the taking and effectiveness of penalties.

In a recent race two boats were approaching the top mark on port tack. Boat A was a boat length or so clear ahead while boat B was on a track a couple of boat lengths to windward. B had to keep clear being clear astern (Rule 12) and, if it gained an overlap, was to windward (Rule 11).

On a wind shift boat A turned to go on the starboard tack. Up to the point of head to wind A was luffing and still had right of way (Rule 11). Beyond head to wind A was tacking and lost right of way (Rule 12). When A had completed the tack it regained right of way (Rule 10). It was only at that point that B had to react, but Rule 15 has: "When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions".

Insufficient room had been given and A mounted B's deck and was given a penalty. The two drifted around until pointing away from the mark. When the two separated they both had to gybe and tack to get back on course, A getting around the mark ahead.

The rule for taking a penalty turn includes it being done "as soon after the incident as possible" and the turn must include "one tack and one gybe" (Rules 44.2 and E4.4).

The umpire called the penalty completed as the turns fulfilled the wording of the rule. Later, B questioned whether the penalty was taken correctly, in particular should A have had to resume course before taking it.

While acknowledging that A was disadvantaged by the collision, there is no requirement in the current rules for a 360 degree turn, nor for resuming proper course before taking the penalty turn. The only recourse for B would have been to protest under Rule 60.1(b) requesting redress. As B had won the race this was not required.

## Correction:

In the report of April 1 I thought that Terry had won the fleet race. Actually Ian won it with Geoff 2nd and Terry 3rd.

## Lay Day:

April 29 is a Lay Day for the Autumn Series. If a day was/is cancelled then the Lay Day would be used to replace that. If it is not required then it will be a fun day.