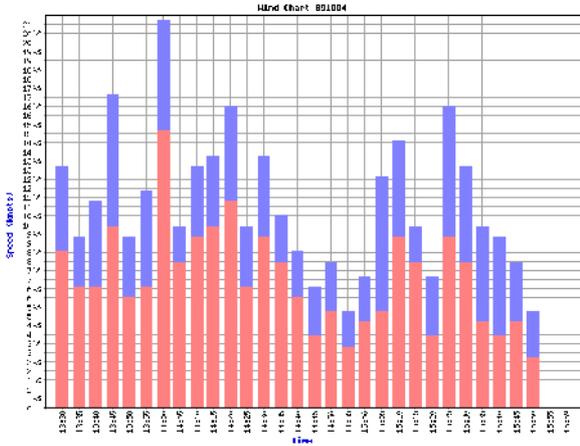


# Sailing October 04

## Aggregate Match Race Series Final:

The forecast was for the rain to go away in the afternoon, but it was not to be. There was just one downpour and this killed the wind for a while, but it was spitting much of the time.



The wind was quite strong at 2pm with a gust over 20 knots, but apart from the time during the rain was a good sailing breeze.

With only 8 members there were just 16 races to get through but we had overlapping races so that we could get away before more rain came.

In the first race both Bruce and Geoff were confused and rounded the top mark the wrong way - match racing always has starboard roundings. The race was resailed by mutual consent. Several races were well matched with the lead changing often giving good racing and good spectating.

Bruce won all 4 of his races and gained 8 points. Geoff McGill and Ivan won 3 races each for 7 points. John and Peter each had 2 wins for 6 points.

Overall in the series only 6 race day results counted. We had lost one of the 9 scheduled days due to lack of wind so there were two discard days available. Geoff McGill had the best six scores with a total of 42 for the series win. This makes Geoff the challenger for the Match Race Cup to be sailed against the defender, last year's winner, Bruce Watson. Equal second with 40 points was Kevin Webb, Peter Andrews, and myself.

I apologise for the misinformation at the pond when I said that Bruce had won the series, I had used the wrong paperwork for the previous scores.

Congratulations to Geoff for the win and thanks to all who sailed in the series.



Peter pressing Geoff hard in a gust.



Geoff and John drifting as the rain came.

## Letter From Japan:

On the recent topic "Avoid catching other boats," your article mentioned about moving the cleats forward. That is a great idea.

In JSCOA, we recommend taking all cleats out of the riggings, and to replace with the adjustable bowsies.

You can make the bowsies yourself, or to order Plastic Parts B from KYOSHO, and to utilize the B3 bowsies. The attachment points can be the B2 eyes already attached to the booms. In the case of mast, the halyard cleats can be replaced with the bented snap ring as a fixed point instead.

Akio UTSUMI  
Class Secretary  
Japan Seawind Class Owners Association

## Next Week:

### Spring Series

## New Zealand Radio Yacht Squadron

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