

**Combined Fleet results -->Cub Racing 8 October Mass start**




















**Well done Peter.  
Congratulations**

**Second Lloyd**



**Position**

**Race**

	<b>Total</b>	<b>Skipper</b>	<b>Boat</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>1</b>	13	<b>Peter Knight</b>	<b>10R 11</b>	1	1	4	<b>12</b>	1	4	2
<b>2</b>	17	<b>Lloyd Harman</b>	<b>J 241</b>	<b>7</b>	2	2	1	3	3	6
<b>3</b>	32	 <b>Vern Guy</b>	<b>EC12 131</b>	3	<b>17</b>	10	11	2	1	5
<b>4</b>	32	 <b>Ron Bedyn</b>	<b>J 222</b>	11	<b>11</b>	6	2	7	5	1
<b>5</b>	37	 <b>Graeme Raxworthy</b>	<b>J 276</b>	8	4	8	4	4	9	<b>15</b>
<b>6</b>	40	 <b>Keith May</b>	<b>J 16</b>	5	7	12	<b>13</b>	10	2	4
<b>7</b>	42	 <b>Graham Parratt</b>	<b>J 277</b>	2	10	9	3	5	13	<b>13</b>
<b>8</b>	42	 <b>Peter Crofts</b>	<b>EC12 150</b>	10	<b>14</b>	3	9	6	7	7
<b>9</b>	45	 <b>Tom Arthur</b>	<b>J 146</b>	4	3	11	10	11	6	<b>14</b>
<b>10</b>	51	 <b>Bob Torrie</b>	<b>EC12 134</b>	13	<b>18</b>	7	8	12	8	3
<b>11</b>	52	 <b>David Paterson</b>	<b>J 61</b>	<b>DNF</b>	13	5	5	9	12	8
<b>12</b>	56	 <b>Noel Vincent</b>	<b>J 33</b>	6	5	1	15	<b>DNF</b>	<b>DNF</b>	9
<b>13</b>	68	 <b>Vern Rolton</b>	<b>J 246</b>	9	9	14	14	<b>14</b>	11	11
<b>14</b>	70	 <b>Roy Bickerstaffe</b>	<b>J 41</b>	14	6	15	6	15	14	<b>16</b>
<b>15</b>	72	 <b>Rodney Ford</b>	<b>J 258</b>	15	8	17	7	13	<b>17</b>	12
<b>16</b>	80	 <b>Peter Fisher</b>	<b>J 266</b>	12	<b>DNF</b>	16	16	16	10	10
<b>17</b>	85	 <b>Cliff Bishop</b>	<b>J 269</b>	17	12	13	<b>DNF</b>	8	18	17
<b>18</b>	99	 <b>Norm Hill</b>	<b>J 101</b>	16	15	18	17	18	15	<b>DNF</b>
<b>19</b>	104	 <b>Doug Abbott</b>	<b>J 256</b>	<b>DNF</b>	16	19	18	17	16	18

## J class results



**Congratulations Lloyd  
Second Ron**



### Position

	Total	Skipper	Boat	<u>Race</u>						
				1	2	3	4	5	6	7
1	10	Lloyd Harman	J 241	5	1	2	1	1	2	3
2	22	Ron Bdyn	J 222	8	10	4	2	4	3	1
3	25	Graeme Raxworthy	J 276	6	3	5	4	2	5	11
4	27	Keith May	J 16	3	6	8	9	7	1	2
5	31	Graham Parratt	J 277	1	9	6	3	3	9	9
6	31	Tom Arthur	J 146	2	2	7	8	8	4	10
7	38	David Paterson	J 61	DNF	12	3	5	6	8	4
8	41	Noel Vincent	J 33	4	4	1	11	DNF	DNF	5
9	49	Vern Rolton	J 246	7	8	10	10	10	7	7
10	53	Roy Bickerstaffe	J 41	10	5	11	6	11	10	12
11	55	Rodney Ford	J 258	11	7	13	7	9	13	8
12	57	Peter Fisher	J 266	9	DNF	12	12	12	6	6
13	65	Cliff Bishop	J 269	13	11	9	DNF	5	14	13
14	77	Norm Hill	J 101	12	13	14	13	14	11	DNF
15	82	Doug Abbott	J 256	DNF	14	15	14	13	12	14

## EC12 class results



**Congratulations Vern  
Second Peter**



### Position

	Total	Skipper	Boat	<u>Race</u>						
				1	2	3	4	5	6	7
1	10	Vern Guy	EC12 131	1	2	3	3	1	1	2
2	10	Peter Crofts	EC12 150	2	1	1	2	2	2	3
3	13	Bob Torrie	EC12 134	3	3	2	1	3	3	1

## Open class results

### Position

	Total	Skipper	Boat	<u>Race</u>						
				1	2	3	4	5	6	7
1	6	Peter Knight	10R 11	1	1	1	1	1	1	1

Thankyou race officers

Jeremy



and Allen

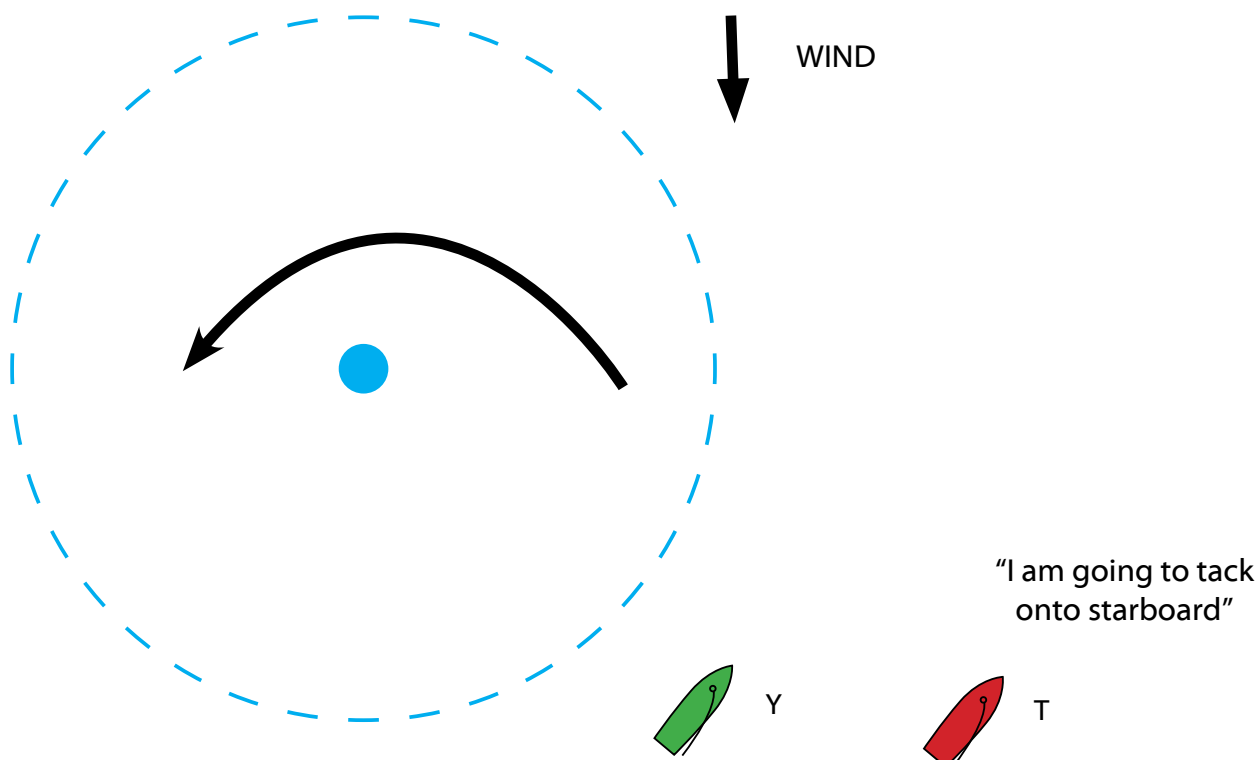


Prepared Saturday, 8 October 2016, 4:05 PM

See the news item on the next page.

## RIGHTS WHEN TACKING - article No. 9 by Tom Arthur

Let us start this article with a question. You (boat Y), and another boat (boat T), are sailing on port tack upwind and are nearing the layline for a mark to be taken to port. See the diagram below. Boat T hails that she is about to tack onto starboard.



As boat Y, what are your obligations at this point?

Obviously T has reached the layline so she wants to tack to round the mark and has given you warning of her intentions. When T tacks she will be on starboard so Y will be give way boat.

The answer is that boat Y has no obligation whatsoever to take any heed to boat T's hail, she can sail on her course as far as she pleases and tack when she pleases until such time as T gained right of way.

I have given this example using a layline why boat T would want to tack but it could be anywhere on the course, and T's reasons to tack could be her strategy, a wind shift or whatever, but excluding an obstruction as we dealt with in article 7.

What rules apply? **You are boat T.** If you tack, then until you have attained a close hauled course, you are give way boat under rule 13.

**Rule 13 WHILE TACKING** *After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11, and 12 do not apply. If two boats are subject to this rule at the same time, then the one on the other's port side or the one astern shall keep clear.*

In this diagram I doubt that T could reach a close hauled course before Y had to take avoiding action, but if she was an agile IOM and managed it, T is then bound by rule 15.

**15 ACQUIRING RIGHT OF WAY** *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.*

Not only does T have to keep clear of Y while tacking, but from the moment she is on a close-hauled course she then has the further obligation of allowing Y room to keep clear. \*

**You are boat Y.** Do not be intimidated by such hails, they are like smoke in the wind. Of course T wants to tack in this scenario because she is on the layline and it suits her, but it certainly doesn't suit Y because she is still shy of the layline. Tactically Y should hold T on port tack until Y has sailed past her layline, then when she tacks T has no option but to follow behind, thus eliminating the risk of any overlap by T at the zone. You do not have to anticipate what another boat may do, even if they have hailed their intentions, the rules are written to govern situations that are current, not what some boat may wish to manipulate to an advantage, so until T has become right of way boat you need not take any action.

\* If T did manage to reach her close-hauled course before Y had to take avoiding action, she still has to give Y room to keep clear. In this scenario the boats would be so close that Y could probably not keep clear by tacking so her only option would be to carry on past T on port tack, so T must allow room for Y to take her necessary action to keep clear.

[Click here to see a yacht sailing at 105 Km/hr](#)  
[This one is crazy](#)

My neighbor was working in his yard when he was startled by a late-model car that came crashing through his hedge and ended up in his front lawn.

He rushed to help an elderly lady driver out of the car and sat her down on a lawn chair.

He said with excitement, "You appear quite elderly to be driving."



"Well, yes, I am," she replied proudly. "I'll be 97 next month, and I am now old enough, that I don't even need a driver's licence anymore."

He asked "How do you know?"

"The last time I went to my doctor, he examined me and asked if I had a driver's licence.

I told him, yes and handed it to him."

He took scissors out of the drawer, cut the licence into pieces, and threw them in the waste basket, saying, 'You won't need this anymore.'

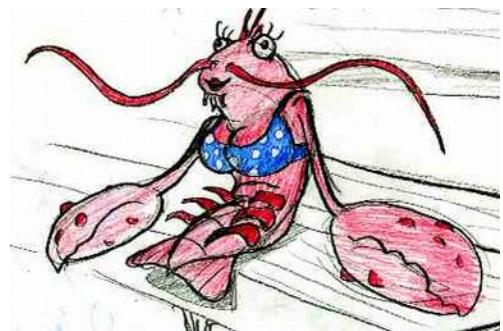
So I thanked him and left!

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From my Granddaughter

What's the difference between a dirty bus stop and a lobster with breast implants?

One is a crusty bus station and the other is a busy crustacean



What do you call a snobby criminal going down the stairs?  
A condescending con descending