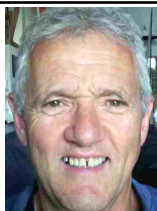


Combined Fleet results -->Handicap Racing 3 Sep Mark Foy start



**Well done Graham.
Congratulations**

Second Ron



Position

Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	10	Graham Parratt	0	J 277	5	2	2	1	1	1	3
2	13	Ron Bdyn	0	J 222	1	3	3	3	2	3	1
3	18	Keith May	70	IOM 2	3	5	1	4	3	8	2
4	21	Lloyd Harman	0	J 241	4	1	5	2	11	2	7
5	29	Vern Guy	70	IOM 69	2	6	6	9	6	4	5
6	39	Vern Rolton	70	IOM 4	6	DNF	7	5	4	9	8
7	44	Peter Crofts	70	IOM 59	8	4	12	11	10	7	4
8	48	Tom Arthur	0	J 146	DNF	10	11	6	5	6	10
9	48	Peter Knight	70	10R 11	7	7	13	8	12	5	9
10	50	Ian Scott	70	IOM 48	9	12	4	13	9	10	6
11	60	Roy Bickerstaffe	0	J 41	11	15	8	7	8	13	13
12	65	Peter Braithwaite	0	J 132	12	9	9	10	14	15	11
13	67	Cliff Bishop	0	J 269	10	8	10	DNF	13	12	14
14	69	Peter Fisher	0	J 266	14	11	14	14	7	11	12
15	82	Wes Purves	70	IOM 97	13	13	15	12	15	14	16
16	94	Rodney Ford	0	J 258	15	16	16	DNF	16	16	15
17	98	Norm Hill	0	J 101	16	14	17	15	17	DNF	DNF
18	109	Doug Abbott	0	J 256	17	17	18	DNF	DNF	DNF	DNF

J class results



Congratulations Graham

Second Ron



Position

Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	8	Graham Parratt	0	J 277	3	2	1	1	1	1	2
2	12	Ron Bdyn	0	J 222	1	3	2	3	2	3	1
3	13	Lloyd Harman	0	J 241	2	1	3	2	6	2	3
4	28	Tom Arthur	0	J 146	DNF	6	7	4	3	4	4
5	33	Roy Bickerstaffe	0	J 41	5	9	4	5	5	7	7
6	35	Cliff Bishop	0	J 269	4	4	6	DNF	7	6	8
7	35	Peter Braithwaite	0	J 132	6	5	5	6	8	8	5
8	36	Peter Fisher	0	J 266	7	7	8	7	4	5	6
9	54	Rodney Ford	0	J 258	8	10	9	DNF	9	9	9
10	57	Norm Hill	0	J 101	9	8	10	8	10	DNF	DNF
11	68	Doug Abbott	0	J 256	10	11	11	DNF	DNF	DNF	DNF





IOM class results



**Congratulations Keith
Second Vern**



Position

	Total	Skipper	MF-Time	Boat	<u>Race</u>						
					1	2	3	4	5	6	7
1	8	Keith May	70	IOM 2	2	2	1	1	1	3	1
2	14	Vern Guy	70	IOM 69	1	3	3	3	3	1	3
3	18	 Peter Crofts	70	IOM 59	4	1	5	4	5	2	2
4	20	 Vern Rolton	70	IOM 4	3	DNF	4	2	2	4	5
5	24	 Ian Scott	70	IOM 48	5	4	2	6	4	5	4
6	34	 Wes Purves	70	IOM 97	6	5	6	5	6	6	6

Open class results

Position

	Total	Skipper	MF-Time	Boat	<u>Race</u>						
					1	2	3	4	5	6	7
1	6	 Peter Knight	70	10R 11	1	1	1	1	1	1	1

Thankyou race officers

Rod



and Noel



Prepared Saturday, 3 September 2016, 4:04 PM

See the news item on the next page.

RACING RULES - No 4 Closehailed course by Tom Arthur

In article 3 (rule 17), I mentioned we would look at 'closehailed course'.

There are several instances in the rule book when a rule refers to a 'CLOSEHAILED COURSE'. Of the ones that will concern us, three are in Appendix C which deals with match racing and three are in the sections we normally use. Let us look at these latter three, but I will only quote the relevant parts of the rules.

13 WHILE TACKING

After a boat passes head to wind, she shall keep clear of other boats until she is on a closehailed course.....etc

18.3 Tacking in the zone

If a boat in the zone passes head to wind and is then on the same tack as a boat that is fetching the mark, rule 18.2 does not thereafter apply between them. The boat that changed tack

(a) shall not cause the other boat to sail above closehailed to avoid contact.....etc

42.3 Exceptions

(d) When a boat is above a closehailed course and either stationary or moving slowly, she may scull to turn to a closehailed course.

Rules 18.3 and 42.3 are subjects for future articles, here we are only dealing with what constitutes a closehailed course.

Rules must be interpreted by what they actually say and not what we might add as our expanded interpretation, also there is no definition of 'closehailed course' given under the 'Definitions' section of the rule book.

These rules simply say 'closehailed course'. We all know that means when we have the boat sailing on a beat as close to the wind as she will sail efficiently without pinching.

The rules say nothing about what the sails may be doing so we can disregard those as a guide to what constitutes a closehailed course. Sometimes we may hear a skipper saying in an incident that the other boat did not have its sails "full and drawing". If we use the sails as a benchmark for a closehailed course we run into problems, i.e. in radio sailing a boat with a fast winch could have its sails drawing almost as soon as she has passed head to wind, whereas a slow winch will be much later. In big boats, a sailing dinghy will have her sails in smartly while a big keeler will be much slower, or if during her tack a dinghy sailor accidentally drops the mainsheet does she lose her rights until she gets her sails in again?

The rule writers use a commonsense approach, they specify only the '*course*' as the determining factor, so when her hull is lined up on her closehailed course that is what counts.

EXERCISE FOR PEOPLE OVER 60

(This is in big print so people over 60 can read it)

Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 3kg potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to hold this position for a full minute, and then relax.

Each day you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 5kg potato bags. Then try 10kg potato bags and eventually try to get to where you can lift a 25kg potato bag in each hand and hold your arms straight out for more than a full minute (I'm at this level).

After you feel confident at this level, put a potato in each bag.