

**Combined Fleet results -->Kaiapo Pennant Mass start**
















**Well done Vern.  
Congratulations**

**Second Ron**



**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	Vern Guy	IOM 69	2	5	3	1	2	1	4
<b>2</b>	14	Ron Bdyn	IOM 169	1	2	2	4	11	4	1
<b>3</b>	15	 Peter Knight	10R 11	6	3	1	2	3	3	3
<b>4</b>	30	 Keith May	IOM 2	DNF	1	9	3	1	8	8
<b>5</b>	30	 Peter Crofts	IOM 59	4	6	4	13	12	2	2
<b>6</b>	31	 Robin Brooker	IOM 159	3	7	8	7	4	5	5
<b>7</b>	39	 Glen Church	J 249	8	11	6	5	7	6	7
<b>8</b>	46	 Lloyd Harman	J 241	5	10	5	10	6	DNF	10
<b>9</b>	47	 Tom Arthur	J 146	9	9	7	9	9	7	6
<b>10</b>	52	 Peter Fisher	J 266	10	8	10	11	5	10	9
<b>11</b>	60	 Allen Anderson	J 219	11	13	11	8	10	9	11
<b>12</b>	61	 Ian Scott	IOM 48	7	4	12	6	DNF	DNF	DNF
<b>13</b>	68	 Roy Bickerstaffe	J 41	12	12	13	12	8	12	12
<b>14</b>	79	 Doug Abbott	J 256	14	14	14	14	13	11	13
<b>15</b>	92	 Norm Hill	J 101	13	15	DNF	DNF	DNF	DNF	DNF

**J class results**









**Congratulations Glen**

**Second Tom**



**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>	11	Glen Church	J 249	2	4	2	1	3	1	2
<b>2</b>	14	Tom Arthur	J 146	3	2	3	3	5	2	1
<b>3</b>	15	 Lloyd Harman	J 241	1	3	1	4	2	DNF	4
<b>4</b>	17	 Peter Fisher	J 266	4	1	4	5	1	4	3
<b>5</b>	26	 Allen Anderson	J 219	5	6	5	2	6	3	5
<b>6</b>	33	 Roy Bickerstaffe	J 41	6	5	6	6	4	6	6
<b>7</b>	40	 Doug Abbott	J 256	8	7	7	7	7	5	7
<b>8</b>	51	 Norm Hill	J 101	7	8	DNF	DNF	DNF	DNF	DNF

## IOM class results







### Position



## Congratulations Ron Second Vern



### Race

	Total	Skipper	Boat	1	2	3	4	5	6	7
1	11	Ron Bedyne	IOM 169	1	2	1	3	4	3	1
2	11	Vern Guy	IOM 69	2	4	2	1	2	1	3
3	19	 Keith May	IOM 2	DNF	1	5	2	1	5	5
4	21	 Peter Crofts	IOM 59	4	5	3	6	5	2	2
5	23	 Robin Brooker	IOM 159	3	6	4	5	3	4	4
6	32	 Ian Scott	IOM 48	5	3	6	4	DNF	DNF	DNF

## Open class results

### Position

### Race

	Total	Skipper	Boat	1	2	3	4	5	6	7
1	6	 Peter Knight	10R 11	1	1	1	1	1	1	1

Thankyou race officers

Graham



and Jeremy



Prepared Saturday, 1 October 2016, 4:31 PM

See the news item on the next page.

## **PROPER COURSE** - article No 8 *by Tom Arthur*

The last few articles have been rather long so this one will be short. Often at the lake we will hear hails to another boat about 'not sailing their proper course'. When is a boat obliged to sail her proper course and what does it mean?

Again we go to definitions;

**Proper Course** *A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.*

Simply put, a proper course is the one you would sail if you were by yourself trying to sail around a course as fast as possible. If it is your strategy downwind to bear away in gusts and luff up in the lulls then that is your proper course, you are not restricted to sailing exactly down the rhumb line between marks.

If your upwind strategy in strong winds is to bear off slightly and go fast, or, point high and feather your sail that will be your proper course. However, if someone protests you for not sailing in a straight line compared to them you will have to convince the protest committee that this is your proper course. Of course you would still have to comply with all the rules governing when boats are close together.

We dealt with when a boat cannot sail above her proper course under rule 17 and the fact that there is no proper course before the start signal (article 3), but what other restrictions to proper course are there?

1. If a boat's proper course is to sail close to a mark then a boat required to give mark room must allow that boat room to sail to the mark. (Definition **Mark Room** *Room for a boat to leave the mark on the required side. Also (a). room to sail to the mark when her proper course is to sail close to it, and (b) room to round the mark as necessary to sail the course.*

This is probably where most complaints about proper course stem from. For example a right of way, inside overlapped boat in the zone is sailing below the layline and starts pinching or even luffing to get round the mark, as long as she doesn't go past head to wind she is "Fetching" the mark and it is her proper course to round the mark.

2. This next one is familiar to all of us. We have a right of way boat rounding an offwind mark and the next leg of the course is a beat. This boat has swung wide enough to allow another boat to try and round inside her. Rule 18.2 (c) (2) reads: *If she becomes overlapped inside the boat entitled to mark room, she shall also give that boat room to sail her proper course while they remain overlapped. However, if the boat entitled to mark room passes head to wind or leaves the zone, rule 18.2 (b) ceases to apply.*

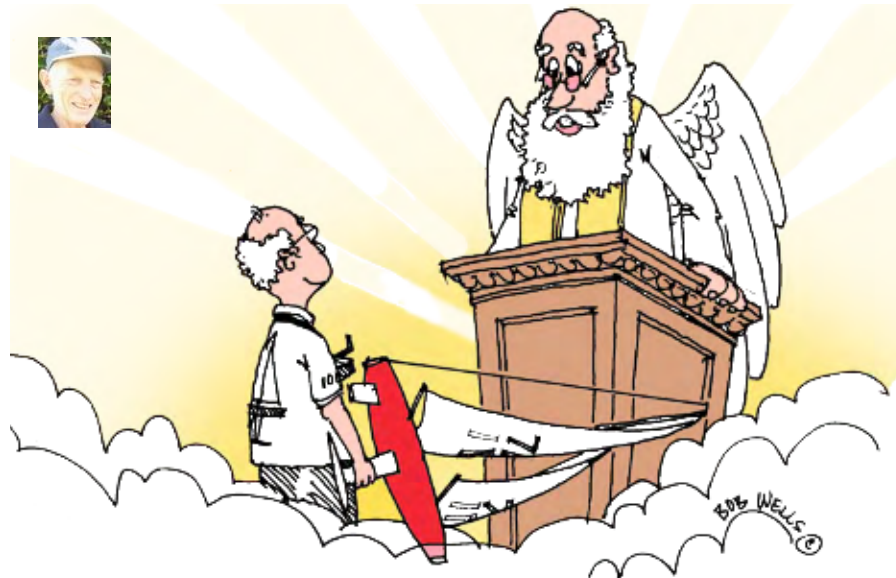
This rule puts a limitation on the right of way boat luffing up above her proper course trying to close the door on the boat trying to sneak inside at the mark. In this case the right of way boat cannot sail above closehauled because that would not be her proper course.

3. We are still at mark roundings but this time boats must gybe at a mark to sail their proper course. Under rule 18.4 the inside, overlapped, right of way boat cannot sail any further than needed from the mark before she gybes. So if a boat is too slow in getting her gybe in she is breaking this rule.

### **18.4 Gybing**

*When an inside overlapped right of way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no further from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.*

Sent in by Vern....



*Yes my son - radio sailing is perfect here. Later if you earn your wings, you should join us when we mess with the wind, the current, and add weed at regattas down there. It is such great fun to see the reactions - heh, heh... We do it often actually - heh, heh...*

Husband went to the sheriff's department to report that his wife was missing.

Husband: My wife is missing. She went shopping yesterday and has not come home....

Sergeant: What is her height?

Husband: Gee, I'm not sure. A little over five-feet tall.

Sergeant: Weight?

Husband: Don't know. Not slim, not really fat.

Sergeant: Color of eyes?

Husband: Sort of brown I think. Never really noticed.

Sergeant: Color of hair?

Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.

Sergeant: What was she wearing?

Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.

Sergeant: What kind of car did she go in?

Husband: She went in my truck.

Sergeant: What kind of truck was it?

Husband: A 2015 Ford F150 King Ranch 4X4 with eco-boost 5.0L V8 engine special ordered with manual transmission and climate controlled air conditioning. It has a custom matching white cover for the bed, which has a matching aftermarket bed liner. Custom leather 6-way seats and "Bubba" floor mats. Trailering package with gold hitch and special wiring hook-ups. DVD with full GPS navigation, satellite radio receiver, 21-channel CB radio, six cup holders, a USB port, and four power outlets. I added special alloy wheels and off-road Michelins. It has custom running boards and indirect wheel well lighting. At this point the husband started choking up.

Sergeant: Don't worry buddy. We'll find your truck.