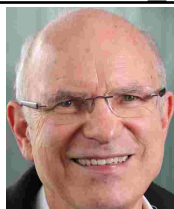


Combined Fleet results -->Race Officers Choice Mark Foy start






















Well done Rodney.  
Congratulations

Second Peter



Position

Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	9	Rodney Ford	0	J 258	1	1	1	1	4	3	2
2	26	Peter Fisher	40	J 266	6	10	9	4	3	1	3
3	29	 Tom Arthur	60	J 146	9	2	8	2	13	2	6
4	36	 Peter Knight	80	W 11	3	3	6	10	17	4	10
5	47	 Glen Church	80	J 276	8	8	7	13	5	8	11
6	49	 Allen Anderson	20	J 219	5	16	2	8	DNF	5	13
7	52	 Vern Guy	80	IOM 69	15	7	5	15	1	9	DNF
8	53	 Leon Blewett	100	J 252	7	13	3	14	9	7	14
9	53	 Lloyd Harman	100	J 241	10	9	12	12	11	6	5
10	54	 Vern Rolton	40	J 246	14	5	13	9	2	11	DNF
11	54	 Ron Bedyne	80	J 222	11	14	11	7	6	10	9
12	59	 Roy Bickerstaffe	40	J 41	2	18	17	3	7	15	15
13	65	 Chris Koskela	100	IOM 29	18	6	19	11	12	17	1
14	66	 Jim Paterson	80	J 205	13	12	15	6	16	16	4
15	66	 Hugh Hobden	60	J 2	17	15	16	5	10	13	7
16	72	 Warren Mears	??	IOM 143	12	4	4	16	14	DNF	DNF
17	77	 Ian Scott	??	J 137	19	11	14	18	8	18	8
18	82	 Peter Crofts	60	J 270	16	17	10	17	15	12	12
19	105	 Doug Abbott	0	J 256	20	20	18	19	18	14	16
20	114	 Graham Parratt	80	J 277	4	DNF	DNF	DNF	DNF	DNF	DNF
21	128	 Norm Hill	0	J 101	21	19	DNF	DNF	DNF	DNF	DNF

## J class results



Congratulations Rodney

Second Peter



### Position

### Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	8	Rodney Ford	0	J 258	1	1	1	1	3	3	1
2	20	Peter Fisher	40	J 266	5	6	6	4	2	1	2
3	24	Tom Arthur	60	J 146	8	2	5	2	11	2	5
4	35	Glen Church	80	J 276	7	4	4	11	4	7	9
5	41	Allen Anderson	20	J 219	4	12	2	8	DNF	4	11
6	42	Lloyd Harman	100	J 241	9	5	9	10	10	5	4
7	44	Vern Rolton	40	J 246	12	3	10	9	1	9	DNF
8	44	Leon Blewett	100	J 252	6	9	3	12	8	6	12
9	46	Ron Bdyn	80	J 222	10	10	8	7	5	8	8
10	51	Roy Bickerstaffe	40	J 41	2	14	14	3	6	13	13
11	53	Jim Paterson	80	J 205	11	8	12	6	13	14	3
12	55	Hugh Hobden	60	J 2	14	11	13	5	9	11	6
13	61	Ian Scott	??	J 137	15	7	11	14	7	15	7
14	65	Peter Crofts	60	J 270	13	13	7	13	12	10	10
15	86	Doug Abbott	0	J 256	16	16	15	15	14	12	14
16	93	Graham Parratt	80	J 277	3	DNF	DNF	DNF	DNF	DNF	DNF
17	104	Norm Hill	0	J 101	17	15	DNF	DNF	DNF	DNF	DNF

## IOM class results



Congratulations Chris

Second Vern



### Position

### Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	11	Chris Koskela	100	IOM 29	3	2	3	1	2	2	1
2	11	Vern Guy	80	IOM 69	2	3	2	2	1	1	DNF
3	13	Warren Mears	??	IOM 143	1	1	1	3	3	DNF	DNF

## Open class results

### Position

### Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	6	Peter Knight	80	W 11	1	1	1	1	1	1	1

Thankyou race officers

Ralph



and Russell

Prepared Saturday, 24 September 2016, 4:27 PM

**See the news item on the next page.**

## OBSTRUCTIONS - Article no. 7 by Tom Arthur

Article no. 6 was focused on 'Continuing Obstructions', this one is about obstructions in general. Below is what the rule book defines as obstructions.

### **Obstruction**

**An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it.**

**An object that can be safely passed on one side only and an area so designated by the sailing instructions are also obstructions.**

**However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her or, if rule 23 applies, avoid her.**

**A vessel under way, including a boat racing, is never a continuing obstruction.**

For us in radio sailing an obstruction does not necessarily have to be a solid immovable object like the club dinghy moored at the shore, it could be a branch or patch of weed in the lake which our boats cannot go through. However it must be large enough that when our boats are sailing directly towards it and are one hull length from it we would have to make a substantial course change. A twig, dead duck or a few leaves would not qualify.

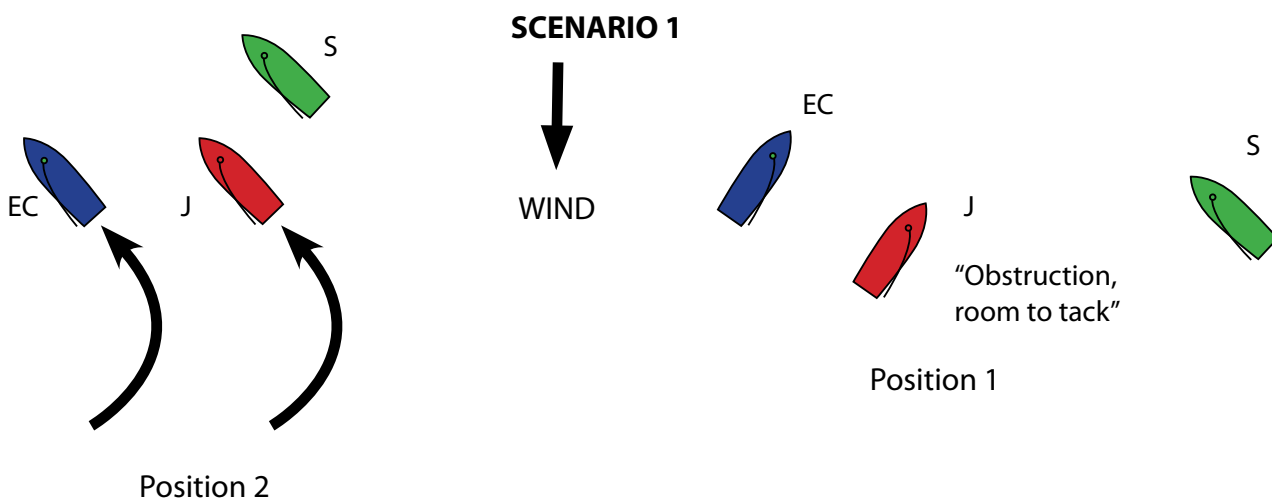
Our most common obstruction at Victoria would be other boats, I always seem to be trying to dodge other boats when the fleets are large, so let us look at the rights and obligations concerning these. The above definition states; ....**However, a boat racing is not an obstruction to other boats unless they are required to keep clear or, if rule 23 applies, avoid her.**

Firstly let us clear up what rule 23 is. In Radio Sailing Racing Rules it is this; **If possible, a boat shall avoid a boat that is disabled.** If you are wondering what 'disabled' means this is the definition.

**A boat is disabled while she is unable to continue in the heat.**

An example is two or more boats entangled.

We will go back to the part where a boat racing is an obstruction if other boats are required to keep clear of her. From my observations I think this aspect of the rules is not well known at the club and often this situation arises quickly and can involve several boats. Here are some common examples.



In SCENARIO 1, boat S is the right of way boat because she is on starboard tack, J and EC are required to keep clear of her because they are on port tack (rule 10) and J would have to make a substantial course change to avoid S. What options do J and EC have?  
When faced with various situations while racing you need to know what rule applies in any given situation, and rest assured there will be one.

In this scenario J has two options, either (a) sail astern of S, or (b) tack underneath her, which she has chosen in this scenario. We will deal with option (a) after this.

**Position 1.** J and EC are overlapped and EC is the outside boat to J, so EC must give J room between her and the obstruction. Rule 19.2 (b) applies.

Also, EC is windward boat to J, so J is the right of way boat between EC and J, therefore rule 19.2 (a) also applies, and as right of way boat, J can choose to pass the obstruction on either side i.e. aforementioned options (a) or (b).

In the diagram J has hailed for "room to tack" under rule 20. Most of us associate this hail with being hemmed into the lake edge and needing to sail clear, but it has more applications than that and this is one of them. Rule 20 is the subject of a future article.

If J only had to make a minor course adjustment to avoid S, then she has no right to hail EC for room to tack. Once J hails for room she cannot change her mind and duck S. (This will be covered in a future article).

EC may well have been able to cross S but she is bound by 19.2 (a) and (b) and that option is taken away.

**Position 2.** EC and J have fulfilled their obligations to keep clear of S. Of course EC could have tacked earlier if it suited her strategy.

We might ask the question, does J have the right to hail EC to tack when rule 13 states; *After a boat passes head to wind she shall keep clear of other boats until she is on a close hauled course.....* Yes she does because rule 13 is in Section A of the rules and Sections B and C can limit rules in Section A. Rules 19 and 20 are in Section C.

## **19 ROOM TO PASS AN OBSTRUCTION**

### **19.1 When Rule 19 Applies**

*Rule 19 applies between boats at an obstruction except when it is also a mark the boats are required to leave on the same side. However, at a continuing obstruction, rule 19 always applies and rule 18 does not.*

### **19.2 Giving Room at an Obstruction**

*(a) A right of way boat may choose to pass an obstruction on either side.*

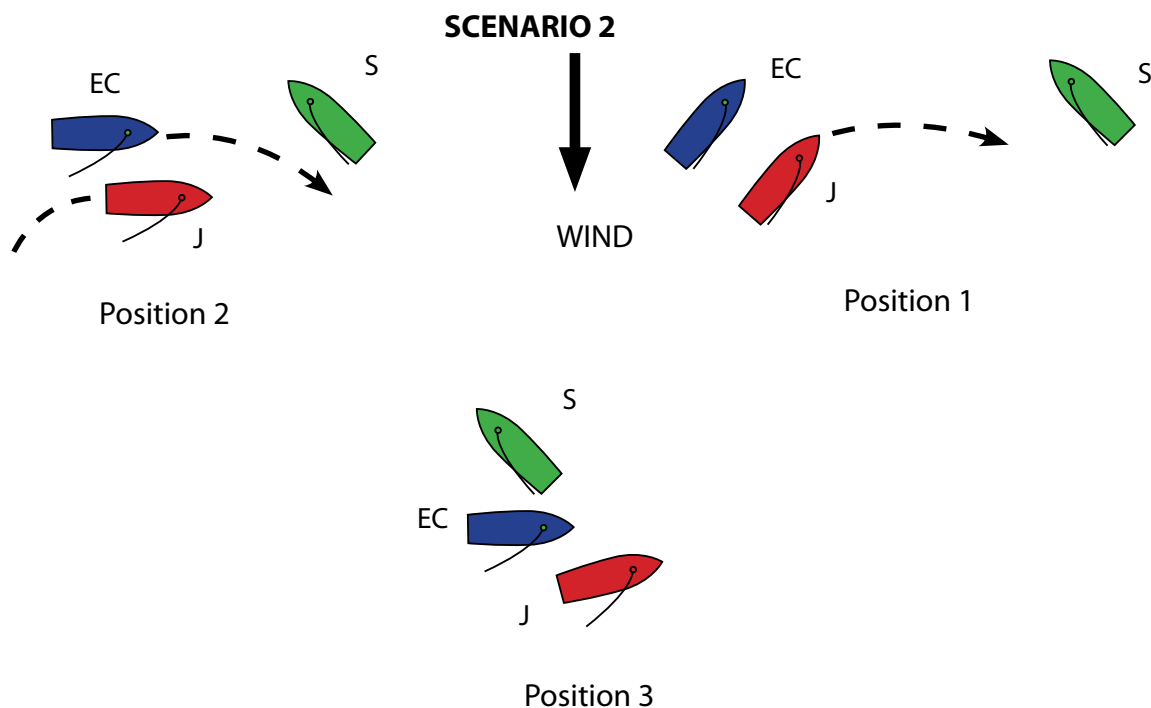
*(b) When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.*

*(c) While boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them, she is not entitled to room under rule 19.2 (b). While the boats remain overlapped, she shall keep clear and rules 10 and 11 do not apply.*

*Continued on page 3*

In SCENARIO 2 we start off with the boats in similar positions as scenario1, but this time J decides she wants to remain on port tack. What are her options ? Either she could slow down and let S sail past, or, she can duck S's stern. In this scenario J chooses to duck the stern of S.

**Position 1.** J has decided she wants to remain on port tack and will sail behind S. EC cannot cross S so must either tack or duck the stern of S. She is also windward boat to J so must keep clear of J. If J decides not to tack but rather duck S, then EC has the option to also sail astern of S because she becomes inside boat under 19.2 (b).



**Position 2.** J bears away to sail behind S. EC has decided to duck S and also bears away. J must allow room for EC between her and S. EC is still windward boat to J so cannot take more room than she is entitled to. There is no rule that says either J or EC have to hail for room in this instance, but EC would be prudent to let J know her intention to duck.

**Position 3.** J has given sufficient room for EC to pass safely behind S and EC has kept clear of J. However, if J did not allow enough room for EC, or EC took more room than she was entitled and the other boat was forced to break certain rules, then that boat would be exonerated under rule 21, but that is a subject possibly for the future.

[Click here](#) to see the Results of the 2016 NZ National IOM Championship

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Paddy had been waiting patiently for two hours in the the maternity hospital.

Eventually he picked up the internal phone and called the doctor saying, "Hello, this is Paddy Murphy. What's the latest news on my wife"?

The doctor answered, "You're the father of a fine baby boy but hold on because it's not all over yet".

After about a half hour, Paddy called the doctor back and asked, "Hello, this is Paddy Murphy. What's the news on my wife"?

The doctor answered, "You're the father of twins, a boy and a girl but hold on because it's not all over yet".

After another half hour, Paddy called back and asked, "Hello, this is Paddy Murphy, what's the latest news"?

The doctor answered, "You're the father of triplets - two boys and a girl. It's not all over yet but it's slowing down, so why don't you go get something to eat; I'll be here all night".

So Paddy went to a pub and got himself six shots of good Irish whiskey which he washed down with six pints of Guinness. He then went over to the phone, somewhat unsteadily and called the doctor at the hospital - or thought he did.

Actually Paddy misdialed and got the local cricket club instead. Paddy asked, "Hello, this is Paddy Murphy, what's the news on my wife"?

The voice on the other end of the line replied, "All out for a 101 and the last one out was a duck".