




















Combined Fleet results -->Race Officers Choice October Mass start
Position

**Well done Rod.
Congratulations**
Second Tom

Race

	Total	Skipper	Boat	1	2	3	4	5	6	7
1	32	Rod Liddy	EC12 156	1	11	3	13	3	17	1
2	32	Tom Arthur	J 146	2	8	9	6	5	7	4
3	35	 Graham Parratt	J 277	4	9	2	7	1	12	14
4	37	 Graeme Raxworthy	J 249	6	2	17	11	9	6	3
5	38	 Glen Church	J 276	9	14	20	3	4	1	7
6	38	 Leon Blewett	J 252	15	7	6	10	10	3	2
7	46	 Vern Rolton	J 246	7	13	12	5	8	4	10
8	49	 Robin Brooker	EC12 141	3	4	13	8	18	15	6
9	52	 Vern Guy	EC12 131	10	6	14	9	11	8	8
10	53	 Jeremy Marris	IOM 47	12	1	18	1	2	19	DNF
11	54	 Keith May	J 16	17	10	1	17	7	2	DNF
12	61	 Roy Bickerstaffe	J 41	22	12	15	4	6	13	11
13	63	 Ralph Biggs	J 151	18	5	11	15	13	14	5
14	63	 Chris Koskela	J 263	5	18	10	18	12	9	9
15	66	 Peter Knight	10R 11	11	3	4	2	DNF	DNF	DNF
16	75	 Peter Fisher	J 266	14	16	8	16	15	10	12
17	77	 Peter Crofts	J 270	13	15	7	19	16	11	15
18	83	 Noel Vincent	J 33	19	17	16	12	14	5	DNF
19	85	 Allan Cook	J 201	8	DNF	5	14	17	18	DNF
20	110	 Shane Foster	J 275	16	21	19	20	19	20	16
21	111	 Doug Abbott	J 256	21	19	21	21	21	16	13
22	127	 Norm Hill	J 101	20	20	22	22	20	DNF	DNF

J class results



Congratulations Tom
Second Glen



Position

Position	Total	Skipper	Boat	Race						
				1	2	3	4	5	6	7
1	22	Tom Arthur	J 146	1	4	7	4	3	7	3
2	25	Glen Church	J 276	7	9	15	1	2	1	5
3	25	Leon Blewett	J 252	10	3	4	6	8	3	1
4	26	Graham Parratt	J 277	2	5	2	5	1	11	11
5	27	Graeme Raxworthy	J 249	4	1	13	7	7	6	2
6	33	Vern Rolton	J 246	5	8	10	3	6	4	7
7	38	Keith May	J 16	12	6	1	12	5	2	DNF
8	44	Roy Bickerstaffe	J 41	17	7	11	2	4	12	8
9	47	Chris Koskela	J 263	3	13	8	13	9	8	6
10	48	Ralph Biggs	J 151	13	2	9	10	10	13	4
11	55	Peter Fisher	J 266	9	11	6	11	12	9	9
12	58	Peter Crofts	J 270	8	10	5	14	13	10	12
13	62	Noel Vincent	J 33	14	12	12	8	11	5	DNF
14	65	Allan Cook	J 201	6	DNF	3	9	14	15	DNF
15	84	Shane Foster	J 275	11	16	14	15	15	16	13
16	86	Doug Abbott	J 256	16	14	16	16	17	14	10
17	98	Norm Hill	J 101	15	15	17	17	16	DNF	DNF

EC12 class results



Congratulations Rod
Second Robin



Position

Position	Total	Skipper	Boat	Race						
				1	2	3	4	5	6	7
1	10	Rod Liddy	EC12 156	1	3	1	3	1	3	1
2	10	Robin Brooker	EC12 141	2	1	2	1	3	2	2
3	13	Vern Guy	EC12 131	3	2	3	2	2	1	3

IOM class results



Position

Position	Total	Skipper	Boat	Race						
				1	2	3	4	5	6	7
1	6	Jeremy Marris	IOM 47	1	1	1	1	1	1	DNF

Open class results

Position

Position	Total	Skipper	Boat	Race						
				1	2	3	4	5	6	7
1	8	Peter Knight	10R 11	1	1	1	1	DNF	DNF	DNF

Thankyou race officers

Allen



and Hugh



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See the news item on the next page.

SCULLING – article No. 10 by Tom Arthur

This article deals with when you can and cannot scull. First we need to establish what the RRS define as sculling. The relevant rule is **42 PROPULSION**. In rule 42.1 we have the **basic rule** on how boats are to compete by using wind, water, sails etc. to adjust speed. Then we have rule **42.2 Prohibited actions** which lists what you can't do to make the boat go faster.

42.2 (d) sculling: *repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern.*

So now we know what sculling is and also that it is prohibited, however there are exceptions listed in **42.3** and sculling has an exception.

42.3 (d) *When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.*

There are two things of the three listed which must be in place before sculling is allowed.

- (1) The boat must be above a close-hauled course.
- (2) The boat must be either stationary, or
- (3) The boat must be moving slowly.

This rule is important for sailors to know when we are faced with difficult situations like being stuck head to wind, or in light winds trying to get the boat past head to wind and onto a new tack. But note there is a limitation on how much sculling we can do, she may scull to turn to a close-hauled course.

Once the close-hauled course is reached sculling must cease.

This rule does not permit sculling on any other point of sailing apart from the “above close-hauled” mentioned, however there are other exceptions to repeated moving of the helm which we won't go into in this article, they are reducing speed 42.3 (f) and in our case entanglement with other boats 42.3(h).

Two Youtube videos

Sailing at Victoria Lake on 8 Oct by Allen [click here](#).



Very highly recommended (by me) NOVA video [click here](#). **What do you think?**

Time is like a river. You cannot touch the water twice, because the flow that has passed will never pass again. Enjoy every moment of life.

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Nova Scotia back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions.

I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played "Amazing Grace", the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I've been putting in septic tanks for twenty years."

Apparently, I'm still lost....it's a man thing.