













Combined Fleet results -->Handicap Racing 17 Sep Mark Foy start

**Well done Peter.
Congratulations**

Second Peter



Position	Total	Skipper	MF-Time	Boat	Race						
					1	2	3	4	5	6	7
1	10	Peter Braithwaite	0	J 132	1	3	1	1	8	3	1
2	11	Peter Crofts	40	EC12 150	2	1	2	3	2	1	4
3	23	 Robin Brooker	60	EC12 141	5	2	8	6	6	2	2
4	34	 Peter Knight	100	W 11	4	4	7	7	3	9	9
5	35	 Glen Church	80	J 276	6	8	3	4	7	11	7
6	37	 Rod Liddy	80	EC12 156	3	5	4	11	11	4	10
7	39	 Roy Bickerstaffe	40	J 41	10	6	10	2	9	6	6
8	41	 Bob Torrie	60	EC12 134	9	7	5	5	10	5	DNF
9	42	 Graham Parratt	100	J 277	8	10	6	8	DNF	7	3
10	50	 David Paterson	60	J 61	7	DNF	9	DNF	1	13	5
11	56	 Graeme Raxworthy	80	J 269	11	12	11	9	4	10	11
12	56	 Vern Rolton	60	J 246	12	9	12	10	5	12	8
13	72	 Doug Abbott	0	J 256	14	13	14	12	13	8	12
14	77	 Norm Hill	0	J 101	13	11	13	13	12	DNF	DNF








J class results



Congratulations Peter

Second Glen



Position	Total	Skipper	MF-Time	Boat	Race						
					1	2	3	4	5	6	7
1	6	Peter Braithwaite	0	J 132	1	1	1	1	5	1	1
2	19	Glen Church	80	J 276	2	3	2	3	4	6	5
3	20	 Roy Bickerstaffe	40	J 41	5	2	5	2	6	2	4
4	21	 Graham Parratt	100	J 277	4	5	3	4	DNF	3	2
5	29	 David Paterson	60	J 61	3	DNF	4	DNF	1	8	3
6	31	 Graeme Raxworthy	80	J 269	6	7	6	5	2	5	7
7	33	 Vern Rolton	60	J 246	7	4	7	6	3	7	6
8	44	 Doug Abbott	0	J 256	9	8	9	7	8	4	8
9	47	 Norm Hill	0	J 101	8	6	8	8	7	DNF	DNF



EC12 class results



Congratulations Peter

Second Robin




Position	Total	Skipper	MF-Time	Boat	Race						
					1	2	3	4	5	6	7
1	6	Peter Crofts	40	EC12 150	1	1	1	1	1	1	2
2	13	Robin Brooker	60	EC12 141	3	2	4	3	2	2	1
3	17	 Rod Liddy	80	EC12 156	2	3	2	4	4	3	3
4	20	 Bob Torrie	60	EC12 134	4	4	3	2	3	4	DNF

Open class results

Position

Race

	Total	Skipper	MF-Time	Boat	1	2	3	4	5	6	7
1	6 	Peter Knight	100	W 11	1	1	1	1	1	1	1

Thankyou race officers

Leon



and Ralph



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See the news item on the next page.

CONTINUING OBSTRUCTION - Article no. 6 by Tom Arthur

This article is a follow on from article no 5 'Overtaking Boat' and is an issue every Wednesday sailor is familiar with. As we sail around the lake with the marks only a few metres off the shore, often we are forced against the bank by other boats and need to get out of there or run aground. There are different rules governing whether we are sailing off the wind or on a beat, in this article we will look at off wind sailing.

In these scenarios we are concentrating on continuing obstructions, what do the rules define as a 'continuing obstruction'? Actually they don't, but it is referred to in the DEFINITIONS section.

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.

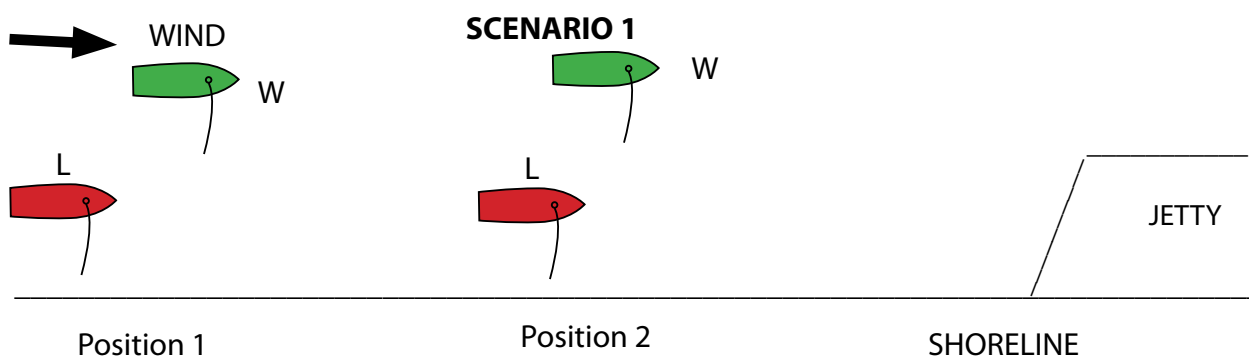
An object that can be safely passed on one side only and an area so designated by the sailing instructions are also obstructions.

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.

There are different types of obstructions i.e. an object that can be passed on either side, a right of way boat that boats must keep clear of, or in radio sailing a boat that is *disabled*. However a continuing obstruction is an object that stretches for some distance, an example would be the sides of the fishermen's jetty at lake Victoria or the shoreline. Note any vessel under way including a racing yacht is never a continuing obstruction.

In SCENARIO 1 we have two boats sailing along a shoreline off wind and boat L establishes an overlap between the outside boat W and the shore, just ahead is a jetty. Is L allowed to go in there?



I will copy the only relevant parts of rule 19 which is the rule that applies to the scenarios in this article.

19.2 Giving Room at an Obstruction

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

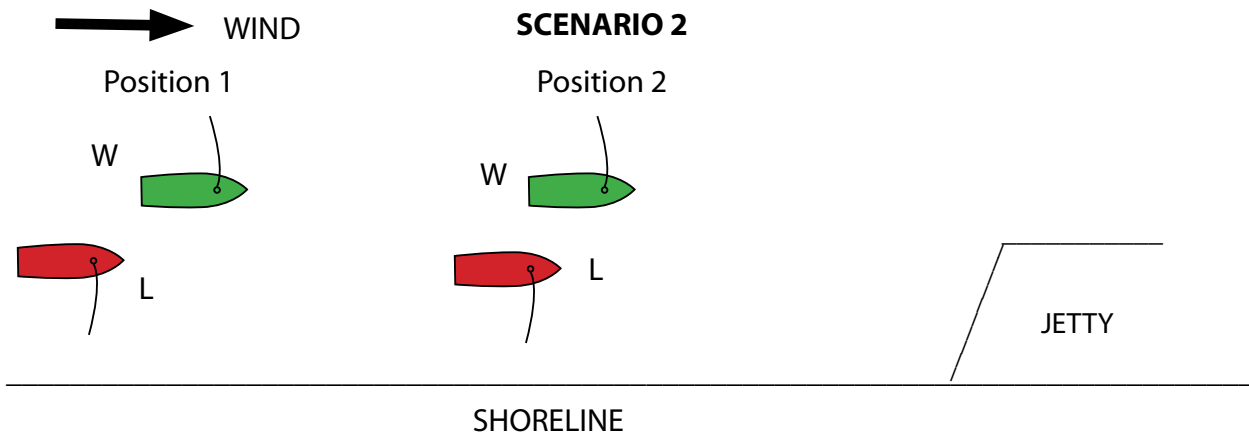
(b) When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

(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 2

Many sailors might think that boat L has no rights to get this overlap because of the jetty protruding just ahead, but the rules are written for the here and now, not what might happen in the future. Rule 19.2 (b) states that when overlapped, the outside boat (W) shall give the inside boat (L) room between her and the obstruction. So because there was room for L to get her overlap between W and the shore, from that moment she is entitled to room.

Let us look at a similar situation but with the boats on opposite tacks. This will be SCENARIO 2.



In this situation nothing has changed in the rights of boat L even though she is on port tack and W is on starboard tack, L still must be given room. Why ?

In 19.2 (b) the wording states ***“When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction etc etc”***.

There are a few occasions when starboard has to give way to port, for instance under rule 18 mark roundings and this situation is another. In the last sentence of DEFINITION Clear Astern and Clear Ahead; Overlap we read:*These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.*

In SCENARIO 2 both boats are sailing more than 90 degrees from the true wind so they are deemed to be overlapped which overrides the port starboard rights. According to the rules experts this was written as a safety measure, as many of the rules are.

In both SCENARIO 1 and 2 I have not included the possibility of a crowd of other boats hemming W in so she cannot give room, so if from the time L gets her overlap W cannot give room, then L is not entitled to room.

In SCENARIOS 3 & 4 we will look at a slightly different aspects of the same situations. This time boat W is sailing along a continuing obstruction very close to it, and L establishes an overlap and calls for room. What rules govern this situation?

This time rule 19.2 (c) is the relevant rule. There are several factors forbidding L to attempt this manoeuvre (1) It is irrelevant whether or not W is alone or any other boats may be hemming her in, she does not have to give room.

(2) If at the moment the overlap is established there was not room pass between W and the obstruction, L must keep clear.

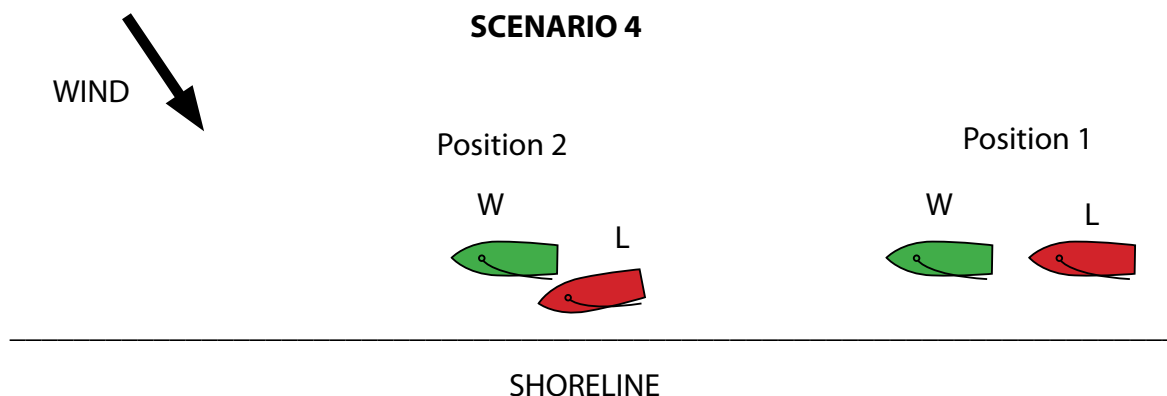
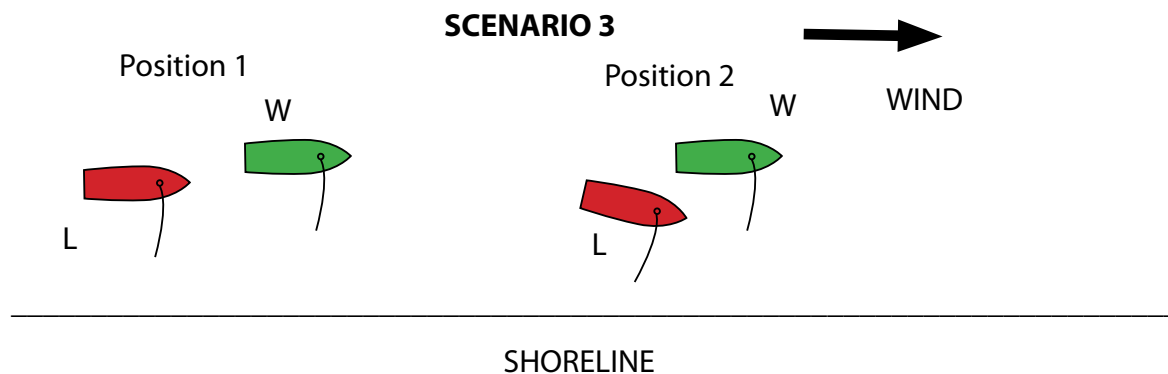
(3) Even if L is on starboard and W is on port rule (10), and they are not sailing more than 90 degrees from the true wind, it matters not because under 19.2(c) rule 10 does not apply.

(4). Neither does L have any claim as leeward boat because rule 11 also does not apply.

(5) If somehow L is hanging on in an overlap situation all the onus is on her to keep clear, W can sail where she pleases.

Continued on next page

In these two scenarios both are governed by rule 19.2 (c) and L must keep clear in each situation. Room in these instances is not restricted just to the hull, it includes equipment in normal position, so the boom must be included.



In SCENARIO 4 some may argue that there is room for L between W and the obstruction, however this is not the case because in the definition of Keeping Clear we read:

KEEP CLEAR A boat keeps clear of a right of way boat

(a) if the right of way boat can sail her proper course with no need to take avoiding action and,

(b) when the boats are overlapped, if the right of way boat can also change course in both directions without immediately making contact.

If L sailed into this gap, W could not change course in both directions without immediately making contact.

U.S. COAST GUARD

"Its' foghorn blaring, the Coast Guard Cutter YOCONA inched its way through a dense fog on a search and rescue mission. With the aid of radar and extra lookouts in the bow, we picked our way through a fleet of small fishing boats that straddled our quarry- a becalmed 28-foot yawl whose auxiliary engine refused to start.

Suddenly the crack of a rifle being fired in slow cadence broke the silence and small geysers began erupting just off our bow. We immediately recalled our lookouts to the safety of the wheelhouse and shortly thereafter, took the disabled craft in tow.

Later, when I boarded the boat to inspect for safety equipment and collect information for a report, I saw a .30 caliber Springfield rifle in the cockpit and asked the woman I was interviewing if it had been fired. She said her husband had fired it to attract attention when he heard the foghorn. Then she added, " I wanted to fire it too, but he wouldn't let me. He said "you have to aim it just right so you can fire it at the sound without hitting anyone".

The Coast Guard cutter tuned in to a faint distress signal from a sinking pleasure craft.

"What is your position? Repeat, what is your position?" shouted the radio operator into the microphone.

Finally a faint reply crackled over the static: "I'm executive vice president of First Global Bank - please hurry!"

Q: Whats the difference between love and marriage?

A: Love is blind and marriage is an eye-opener!

Son: How much does it cost to get married, Dad?

Father: I don't know son, I'm still paying for it.

Q: Why shouldn't you marry a tennis player?

A: Because love means nothing to them!

Q: Whats the difference between the Bride and Groom

A: In marriage, the bride gets a shower. But for the groom, it's curtains!