



On The Lake

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**Newsletter of the
Albert Park Yacht Club**



Enjoying a sunny
autumn day on the
lake
Saturday 26 May

Photograph by
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Need help with something around the club? Your committee is here to help. Contact numbers are below.

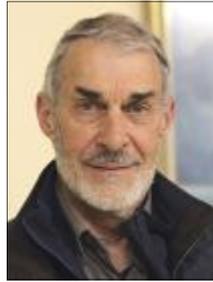
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From On The Lake Editors



Thank you to everyone contributing to this edition of On The Lake. As always, you can catch up with some news, as well as get some practical advice regarding sailing. Brian's article on page 8 is full of practical instructions.

As Liza, my co-editor, is overseas, I am looking for a new OTL co-editor. Please let me know, if you are interested.

See you on the Lake
Chris Markiewicz



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Commodore's Comment by Paul Taig

Hi members and welcome to all our new members who have recently joined the club. In March a number of members competed in their respective Class State Titles and I congratulate all members who competed. A special congratulations goes to Jon & Chris Pulham & Grant Haggett for winning the Jubilee State Titles in Ballarat.

At Easter there was a split of members with some members going to Lake Boga and some to Waranga Basin. At Waranga where I went turned out to be good weather for sailing and relaxing with a good yarn or two. So next year join the members trip North to Lake Boga or Waranga Basin.

In April we started our Learn to Sail course for our new members with a good number of Seniors & Juniors taking up the course.

On Sunday 8th of April we had our first Discover Sailing Day for the year with 35 people taking up the opportunity to try sailing and thanks must go to club members who welcomed and helped take out members of the public on a pleasant sunny sailing day.

On the 17th of April Rhonda and I went to Japan for a couple of weeks where I was given the opportunity to sail on Hekinan Harbour in the Aichi Prefecture. I sailed in a Flying Junior dinghy with a Japanese student Atsushi as crew who did sailing as his school clubs activity on Saturday mornings with about 20 other students with a coach and some helpers. The activities were training with some roll tacking, windward and running work close to shore and then venture out into the harbour for some windward and return racing with a windward mark and a leeward mark and a start / finish boat. On leaving I thank my crew giving him an APYC hat and the coach an APYC Pennant thanks Japan for a good experience.

At the end of the Summer Season Racing we held a club working bee and helped run the Victorian Open Teams Racing Regatta at APYC. Thanks to all members who helped with the running of teams racing event and helped clean and maintain the club at the working bee.

In May with the start of the Winter Season the lake water level was well down and centerboards up. We were getting close to the point of no sailing on the lake and it was only due to some late welcomed rain that we were able to continue sailing and that is why we will continue to ask Parks for a permanent water source to keep the water level at the maximum.

On June the 9th our learn to sail participants finished their LTS course and are going to do the Introduction to racing course at the end of June. Congratulations to all who completed the LTS course.

Thank you to members who have recently donated money to the club development fund this will go towards projects like the renewal of the Port Lounge floor, painting of the Port Lounge ceiling & renewal of Galley roof.

Summer Presentation Night saw members enjoy a delicious 2 course meal
Thanks to Anne Wells & Michael Cook and to all our helpers in the Galley.

We also celebrated the winners of our Summer racing program although there were quite a few not there to collect their trophies, they will be given their trophies at the next Saturday Briefing.

In June the ASC Lake Regatta was held with a number of participants entered from APYC. The rain held off for a dry weekend and the wind decided to make it difficult with zero to 5 knots at the most. We had 2 short races on Saturday and 4 short races on Sunday. The overall winner of the Regatta was our own Jon Pulham in "Hot Chilli" & Impulse Class winner as well. Congratulations Jon on a well sailed Regatta in difficult conditions and thanks ASC on a well run Regatta in difficult circumstances.

This will be my last Commodore's Comment with the AGM in August that will see the end of my 3 year term as Commodore and become the Rear Commodore. So thank you members for all your support over the 3 years.



Enjoy Your Sailing.

Impulse Report by Danny Marrinon

Winter is here and it's time to dig out the beanie and a wet suit with long legs. It is always amazing that no matter how well you care for your wet suit over summer come winter it is a bit tight and no doubt has shrunk! I missed out on the state titles this year which were held as part of the annual Lake Boga Regatta. Reports have come back that the fish were biting but a bit small. The sun was shining with no rain and the grassy camping beside the club second to none. But the wind was a little on the light side so I will leave the rest of that report to someone else. At this stage it is looking like next year the state titles are going to be a bit closer to home at ASC. No not next door, Altona Sailing Club with the date back to the traditional Labour Day long weekend.

In keeping with news on titles the 35th National Championships are to be hosted by the Lake Cootharaba Sailing Club in Queensland. According to Michael Johnson it has beautiful flat water and blows like @#!\$. He has already booked accommodation and just has to get Phil to finish his new boat in time to take it. At this stage Harry and Graeme have also booked accommodation next to the club. Any others?

As for new boats our fleet is getting a few updates with as mentioned before Phil Johnson putting the finishing touches to his new boat just having a few work problems (too much of it) and weather issues (too cold for epoxy to go off). John Dixon's new boat has made its way to the lake. John purchased the hull from NSW so it will be interesting to see how it goes. Our regular visitor and head coach for Winter Sail Glen Collins has a new Formula Sailcraft boat on order so I would be guessing we will see a bit more of Glen as he tunes his own boat after working on Peter Whitakers for some time.

For new members or those who wish to find out more about joining the Impulse Class just ask myself or one of the other Impulse sailors and I am sure we can convince you to purchase your own boat and join in with a sports car of dinghies.

See you in the Lake

Danny Marrinon Whykickamoocow 626

Sabre Report by David Emery

This edition of "On the Lake" sees the winter season well under way, and perhaps inevitably the number of boats competing each week has dwindled a little. For some a warm winter fire beckons, while for others the lure of the snowfields is hard to resist. Fortunately however, we have had several new participants swelling the ranks in recent weeks, with Dave Weston and Woody Sampson joining the fleet. Heat 4 of the Handicap Series also saw "Blue Moves", Gerard Magner's very pretty new boat make her maiden voyage with him, and they are sure to be serious contenders very soon.

We offer a warm welcome to all these new sailors. It is always good to have as many boats of all classes on the water as is possible, and we look forward to sharing our Sabre experiences with new participants.

After a dry start to winter, the water level in the lake is finally rising, and the last race before going to print was the first for a long time that weed was not a major frustration. With good rain the following night and day we should be able to enjoy good sailing for some time to come. We have passed the shortest day of the year, so at least in our minds the worst of the winter might be past and we can look forward to Spring racing on a full lake. So to all Sabre sailors out there, get those boats off the racks, dust them off and join in what has to be one of Melbourne's best kept secrets - sailing at Albert Park.

David Emery

Green Racing Report by Jennifer Jaeger

Occasionally you have a season that is memorable because it is so much fun. This last three months has seen some beautiful sailing days on the lake, with challenging winds as well as calmer days with a nice steady breeze.

Several days have seen people coming in with broad smiles after a really lovely afternoon of sailing. It hasn't even been too cold either. This backs up what I said in my last report that Winter sailing can be the best part of the year to sail.

Great to see some new Green racing sailors on the lake, Jill Stow is enjoying her new Sabre and picking her days to sail. Marion Green has had some successful sails; but Marion remember to count the laps! Congratulations to Mr Leach for his win in Green Racing Summer Season, great effort.

A Sabre maintenance day is coming up in July at Black Rock YC, which should be interesting, particularly for those who are just learning about maintenance of small boats.

See you on the lake.



Solo Report by Ray Wines

Grant Haggert and John Dixon gave me an article from a magazine called "Wooden Boat" dated February 1987 and it featured an article on Jack Holt a cabinetmaker come boat builder designer of world renown. Jack Lapworth Holt (born 1912) the designer of the National Solo and other dinghies.

I have attempted to provide some paragraphs on his background as follows.....

Jack set up his first offices on the banks (port side) of the Thames river in the Borough of Putney. Jack Holt did not invent the type (dinghy), but he certainly refined it, simplified it and democratized it. Over 130,000 boats have been built to his designs, many by their owners; there are thought to be tens of thousands more that were never registered. He was proud of his work, but always careful to point out the parts that others and pure luck as well, have played in it. Holt back in 1930 borrowed money and rented space from oar and spar makers later to a bigger premises, the beginnings of the Holt involvement with the International 14 class began. The National 12 restricted class introduced in 1936 specified clinker construction, which offered considerable savings in costs (Holt could plank up the hull of a 12 in a day. Holt quickly established himself in the new class and won the 1939 Yachting World Points trophy with American expatriate Beecher Moore in "Hopturtle". This was the beginning of a partnership that was to have enormous impact on the popularisation of Dinghy sailing, for both men saw it as a sport for everyone and disliked the entrenched conservatism that had once caused Holt to be barred from a London sailing club because "he worked with his hands".

With Holt and Beecher Moore they had unswerving conviction that the future of sailing lay with the dinghy and that a revolution in construction techniques was needed to cope with the growth in the sport. Beecher's strong business skills and his gift for promotion complimented Holt's technical skills and the partnership revolutionised dinghy sailing in the 50's and 60's ...such designs as the Cadet (1947); GP14 (1950); and later the Heron a gunter-rigged single chined sloop 11ft. 3 inch. The Heron was an immediate success notably in Australia where she was adopted as the first national woman's class and later the Hornet again a light weight 16 foot with sliding seat.

Double chine construction was used again in the Yachting World SOLO, introduced in 1955, which has been called one of Holt's most perfect designs. A 12 ft. 4inch single hander, the Solo had a low weight of 150 lbs and carried a single, fully battened sail of 90 sq. ft. The frameless hull used 1/4" plywood for the bottom and 3/16inch for the top sides and had decks with full length buoyancy for comfortable sitting out. Later simple battens glued directly to the bottom panels, and the use of barbed nails instead of screws made for obvious labour savings during construction.

The Solo was unfairly compared with the Olympic class Finn, but she was entirely different kind of boat despite superficial resemblance. Her well flared and flat-rocker hull made her a sparkling performer in club racing on confined waters and she was ideally suited to a light to medium weight crew. Holt himself enjoyed many racing successes in the class including the 1962 Dutch Nationals.

Other boats designed by Holt; the Diamond (sponsor Yachting World); 1963 Mirror (sponsor Daily Mirror); 1974 Miracle (sponsor Daily Mirror) and of course 1966 the Pacer.

Holt retired in 1976 the crowning honour was a OBE in 1979 but he is almost as proud of the two "Holt" regattas organized when he visited Australia in 1973; 12 of his classes were represented at Melbourne and 13 at Sydney.

Most of the classes now permit glass construction, but the consensus is that the best racing boats are still those built of wood, often using modern epoxy –saturation techniques. This pleased Holt, who always had an aversion to working in glass.

Hope you found the above of interest.

Pacer Report by Paul Taig

The Pacer State Championship was held in March at Mount Martha Yacht Club. I arrived early to beat the rush in unloading the boat and found a good spot to rig. Looking around the club they had a large rigging yard nice clubhouse and the dreaded soft sand beach that turned out to be hard yakka with moving the boat from club to the waters edge and back to the club. The first day was a nice hot sunny day with no wind and racing for the day eventually abandoned. There was a slight breeze for 20 minutes or so that saw Geoff Wood and his daughters go out for a slow sail with the rest of us chatting and watching them drifting around.

The next two days the winds were up to 15knots plus. The beats to windward were controllable with choppy rolling seas that Emma and I were able to handle with ease and one of the race starts to the top mark saw us second around the top mark behind Geoff Wood - that's one positive for the series. The reaches to the gybe mark were a bit tight for flying a spinnaker that saw the experienced crews fly them and others not so keen and Emma and I were one of the non flyers after trying it in the first race and being more trouble than beneficial. From the gybe mark to the bottom mark was similar to the previous leg and again do we or don't we put up the spinnaker with a number of capsizes on these two legs. On the windward and return Emma and I felt more comfortable in putting up the spinnaker where we were able to do the occasional plane in the gusts adding to the thrills of sailing in these conditions.

The results for the series were 1st Place - Congratulations Paul & Judy Hardie for their first Victorian Championship win they were outstanding on those tight reaches. 2nd Place – Congratulations Darren Sherriff & Sarah on your placing. 3rd Place – Congratulations to APYC members Geoff Wood & daughters Isabella & Skye on an excellent result. Emma & I ended the series with 8th Place thanks Emma we will work on our reaching spinnaker work for the next Victorian Championship at Beaumaris Yacht Club. Thanks must go to Mount Martha Yacht Club for their excellent hospitality and spread of food provided.

We have another Pacer added to the fleet with Olavi, Cherry & daughter Charlene buying White Mouse congratulations and hope to see you on the lake soon. Also we have Supriya & Marta in the process of buying a Pacer called Afternoon Delight good luck with that purchase and welcome you all to the Pacer Class. For anyone else looking for a Pacer there are a few in the club for sale and that's it from me till next time, see ya all on the lake.

Emma and Paul at Mount Martha
March 2018



A Visit from Somers YC Women's Group Jennifer Jaeger

In early May the women's group from Somers Yacht Club visited on a Sunday to have a sail on the lake. Our Commodore and several club members had all the Pacers rigged for them when they arrived. After a short briefing the group was out on the water for about 1 ½ hours for some sailing and training.

As the women usually don't sail in the Winter they were very happy for some practice and a different experience of sailing on a lake. Afterwards a group of club members put on a nice BBQ for the guests and enjoyed lunch and a chat



Photographs by
Jennifer Jaeger

HIRING POLICY REGARDING CLUB SAILING DINGHIES.

In accordance with the core purpose of the APYC to promote sailing the General Committee has purchased sailing dinghies and will hire the same in accordance with the rules stated below.

This policy applies to members in their first year of membership as an encouragement to sail and consider what class of boat they would like to purchase as their own boat. Any member wishing to hire a boat on a longer term would need to make a special submission to the General Committee.

This policy is not intended to replace boat ownership.

Members of APYC in their first year may hire sailboats **occasionally** or for a **period of time**.

Members in their second or more years of membership may hire boats occasionally at the discretion of the Boat Hiring Coordinator, and for a longer period by written request made to the General Committee

Occasional Hire

Occasional hiring, which means for an afternoon or morning session, will depend on the availability of boats and will be on a first come first serve basis.

Occasional hire fees for the new (Trainee) sailors in their first year of membership are:

Solo sailors \$15 per session: morning or afternoon.

Skipper & Crew \$20 per session: morning or afternoon.

Seasonal Hire

Hiring for a period of time. This service is available only to a senior or junior sailing member.

The period of time will normally be for a Summer or Winter sailing season.

Solo sailors will pay in advance the fee of \$125 for the season plus a damage deposit of \$500, which covers the club's insurance excess. The \$500 will be refunded at the end of the hire provided no insurance claim has been made. Sailors will have a boat assigned to them.

Skipper & Crew will pay in advance the fee of \$150 for the season plus a damage deposit of \$500, which covers the club's insurance excess. The \$500 will be refunded at the end of the hire provided no insurance claim has been made. Sailors will have a boat assigned to them.

Conditions of Hire

Hirers are to properly care for the dinghy they hire, remove all water from the boat before storing, keep the boat clean, and roll or fold sails with care to avoid creases.

The club training programs and instructors have priority use over club boats. Times required are usually between 9:30am and 1:30pm on Saturdays.

Club boats are not to be sailed in winds averaging above 18 knots.

Club boats are not to be left unattended with the sails up, or tied unattended to the jetty or wall.

Hirers must abide by the instructions given by club rescue / race management staff.

Any damage to the boat must be reported to a flag officer or sailing instructor of APYC.

Boats available for Hire:

Ozi-Opti x 4 1-person boat generally for juniors under the age of 11.

Open Bics x 8 1 person boat for juniors 11 years and older or able to handle the faster boat.

Pacers x 6 2-person boat generally for seniors or a senior skipper and junior crew.

Sabres x 3 1-person boat for sailors 11 to adult.

Zoom x 2 1 person boat generally for juniors to small teenagers.

Boat Hiring Coordinator: To be appointed by the General Committee. Boats must be hired through the BHC or their deputy, and if the BHC and deputy are not around, through a Flag Officer.

The rules in this policy are subject to the discretion of the Sailing Instructors and the Boat Hire Coordinator.

Merchandise

Please tap me on the shoulder or see me at the club if you would like to upgrade your ageing jacket, tee shirts, caps or hats. We have some very affordable and comfortable gear and with Winter now here it really could be time to get that comfy sleeveless jacket or warm zip up jacket you've been thinking about. I still have stickers, shorts, wide brim hats (without club logo) and even some glassware for the bar. Please feel free to contact me on ankh2@bigpond.net.au if you want to know when I will be at the club. I am there most Saturdays around 11. Or you can phone Jennifer Jaeger on 0419395782.

Some Basic Rules To Remember by Brian Jones

In the Rules (2017-2020), the philosophy has overriding emphasis on **safety** and **fair, sportsmanlike** sailing. The overriding emphasis on **avoiding collisions** remains unchanged - especially those that could cause damage. Rule 14 (Avoiding Contact) indicates that, once it becomes clear the burdened boat will not be keeping clear, the right-of-way boat shall avoid contact if reasonably possible. There is however no penalty for the right-of-way boat unless a collision that could have been avoided actually causes damage or injury.

THE BEAT:

Tacking is "defined" only by Rule 13 and remains the same in intent - but the onus has been removed from the tacking boat. The rule basically says you must keep clear of other boats while you are tacking (little recalled fact: the tack does not actually begin until the instant you have passed head to wind!!) This rule is supplemented by Rule 15 (Acquiring Right of Way) which requires you to "initially" give the freshly burdened boat "room to keep clear" if you tack into a right-of-way position.

AT THE WINDWARD MARK:

Beware of trying to tack to starboard in a crowd right at a mark to be left to port! Even if you 'legally' complete your tack in front of a boat but are (with any part of your boat!!) inside the Zone when you complete your tack, rule 18.3 applies. You are fouling if the other boat which is now coming up from astern and laying/fetching the mark, either has to luff above close-hauled or bear away and fails to properly pass the mark because she was avoiding a collision with the slower moving you. See rule 21. It is a good rule of thumb that we should avoid tacking to starboard in(to) the Zone unless we are sure you can do so well away from all other boats!

Buoys to Starboard: Rule 18 does not often give you immunity to tack at a mark. Thus, even if you get to the windward mark on starboard tack just ahead of another starboard tacker, you must keep clear of the other starboard tacker while you are tacking. To play it safe, what you do is briefly luff up to near head-to-wind right at the mark if there is a boat very close behind you. Once he starts to go by you to leeward, you can then complete your tack. Once you have started your tack, rule 16 prevents a boat close astern from altering course if such an alteration prevents you from keeping clear. This same approach works if you need to tack around a buoy-to-port windward mark.

Hitting the mark: If you should hit any mark (forbidden by rule 31), rule 44 says that you must get "well clear of other boats as soon as possible" and do one turn including one tack and one gybe. As with a Two-Turns Penalty, if the Turn is not done as soon as possible, you might as well not have done it for all the good it'll do you in a potential protest.

If you should hit a mark and foul another boat in the same incident, you need only do a Two-Turn Penalty, not three turns. The Two-Turn Penalty is the maximum penalty for any one incident (rule 44.1 (a)) unless you "caused serious damage or gained significant advantage", in which case the One- or Two-Turn Penalty is not available to you and you must retire (rule 44.1).

THE REACH:

Luffing: If a boat is to windward of you or about to try to pass to windward, you are of course, allowed to defend your wind. However, in keeping with Rule 14 (Avoiding Contact) which forbids causing damage, and with Rule 16 (Changing Course) which requires giving the other boat "room to keep clear", the sudden, violent luff is now decidedly frowned upon. And of course, as mentioned earlier, there is no more "Mast Abeam". Tactically, the best approach if you are going to defend your wind is to do so before the "passing" boat gains a windward overlap.

Rear-ending another boat is in the same category as rear-ending another car. No matter how dumb the other guy may have been, legally you're in the wrong (rule 12).

THE GYBE MARK:

Mark-room at the gybe mark remains much the same as it always was (rule 18).

If two (or more) boats are overlapped, the inside boat (leeward) is also the right-of-way boat and is thus entitled to make a "proper course" rounding (i.e. wide and close). However, the inside boat must gybe in accordance with the requirement to sail proper course (rule 18.4) - unless of course the wind has shifted or the course is skewed such that the second reach is very broad in which case the inside boat would be entitled to merely bear away to what she considers to be her proper course.

NOTE 1: If you claim a late change in overlap status - i.e. that you established or broke an overlap just before you reached the Zone - and the other boat disagrees, you should take his/her word for it unless you have reliable witnesses to the contrary, since 18.2(e) states that "it shall be presumed" that the change took place too late.

NOTE 2: The mark-room “freeze frame” that determines overlap and entitlement to mark-room, is taken at the instant when the nearest boat's hull touches the Zone.

If two boats are not overlapped as they are about to round a mark, the boat clearastern must keepclear while the boat clearahead rounds the mark **except** that the boat clearahead is never given carte blanche to tack around the mark - i.e. she is always subject to rule 13 (While Tacking). A tactical (wide-and-close) rounding by a right-of-way (leeward or clear ahead) boat entitled to mark-room. If the entitled boat misjudges the rounding and leaves enough room, the other boat can try to squeeze through, remembering that the mark-room boat is entitled to sail proper course which is probably anything up to close-hauled but not beyond (i.e. you can't sail above close-hauled any more to "close the door").

THE LEEWARD MARK:

At the leeward mark it is especially important to understand that you do not suddenly become the right-of-way boat just because you are inside at the mark. Rule 18 merely limits the actions of an outside boat that has right-of-way.

If two boats are about to round the leeward mark to port; even though the boats are in the Zone, the leeward boat is still the right-of-way boat but rule 18 limits her actions to the extent that she cannot simply cut the windward boat off and prevent her from rounding this mark (the way she would be entitled to do if this were a starting line mark). Again, boat not entitled to mark-room, can try to sneak in but leeward can sail proper course and perhaps "close the door".

Beware! Rule 18.2(a) merely tells the outside right-of-way boat that she must give the inside boat mark-room (i.e. sufficient room to round or pass the mark - i.e. enough room to make a “seamanlike” rounding, including room for the boom (close and close)) as per the definition of room. In easy sailing conditions (flat water, moderate winds), a seamanlike rounding would likely be one in which the windward boat should, at all times during the rounding, be able to reach out and touch the mark.

THE RUN:

The run brings about four situations that do not normally happen on a reach:

Remember that the basic idea of “overtaking boat keep clear” only applies to boats on the same tack. Thus, if you are on a port tack run, beware of the boat coming at your transom on starboard! If you are running on a port tack, you must get out of the way or gybe!

On the same tack, it is often easy to establish a leeward overlap from clearastern if you are on a broad reach or a run. If you have done this within 2 lengths of a windward boat, you must not sail above your propercourse for the duration of that overlap. (Of course, a pair of gybes would start a new overlap!)

You are however permitted to luff up above your propercourse if by doing so you promptly fall clearastern of windward - e.g. you want to cross his transom in order to go up to windward of him.

THE FINISH:

The rules for finishing are unchanged – at least in intent. Things to remember are:

- the finish definition requires you to cross the line "from the course side". So, if the RC boat is on the wrong side of the finish mark for buoys to port for example, the requirements of the Finish definition take precedence over the buoys to port requirement.
- while the *finish* definition plus rule 28.1 state that you finish when the first part of your boat or crew in normal position crosses the line, and that the whole boat does not need to cross the line, you are nevertheless still considered to be racing until you have cleared the finish line. And as long as you are racing you are subject to being penalized for breaking a right-of-way rule or touching a mark. If this should happen to you, your first crossing of the finish line becomes null and void and you will not be counted as finished until you have properly re-crossed the line after doing your Penalty Turn(s).
- and don't forget, even after you are no longer racing, you are subject to protest if you interfere with a boat that is still racing - and in this case, you can't do a Penalty to atone for your sin!

PROTESTS:

If you intend to protest an infraction committed on the course, there is now no need to show a protest flag on a boat less than 6 metres long but you must **as soon as possible**, clearly indicate your intention by yelling the actual word: "**Protest!**" - - - "*words to that effect*" are not considered clear enough! If the boat you intend to protest is too far away to hail (e.g. hits a mark 100 metres away from you in noisy, windy conditions), you must inform them of your intention to protest at your first opportunity. Unless the SI's make it mandatory, you need not inform the Race Committee of your protest as you finish but it is considered wise, after you have finished, to draw their attention to the fact that you are protesting someone.

See <http://www.wayfarer-international.org/wit/race.related/racingrulesofsailing/RRS17-20.Typical.Race.html> for full details on the above.

Most of saw the near-collision in the recent **ROLEX SYDNEY HOBART YACHT RACE 2017**

Protest: Maxi "LDV Comanche" vs. Maxi "Wild Oats XI"

Protest is valid.

FACTS FOUND:

Both boats were on a beat to windward between Mark V and Mark Z, in light wind and a confused sea state.

LDV Comanche tacked onto starboard and was on starboard for approximately 45 seconds. Wild Oats XI was on port on a collision course.

Both boats were doing approximately 9 knots of boat speed.

LDV Comanche did not make any discernible change of course while on starboard.

When the boats were approximately 2 boat lengths apart, Wild Oats XI started to tack onto starboard.

LDV Comanche luffed to avoid a collision before Wild Oats XI completed her tack.

There was no contact.

Neither boat took a two turn penalty.

CONCLUSIONS AND RULES THAT APPLY:

Wild Oats XI on port had to keep clear of LDV Comanche, RRS 10.

Wild Oats XI failed to keep clear while tacking, RRS 13.

LDV Comanche luffed to avoid a collision as required by RRS 14.

Wild Oats XI did not comply with SI 20.1 (a) to do a two turn penalty for breaking a rule of Part 2 occurring prior to clearing Mark Z.

DECISION:

Wild Oats XI is, in lieu of a disqualification, penalised a time penalty of 1 hour to be added to her elapsed time in accordance to SI 20.1(b) and 22.1

Remember: If you are on Port, then tack and fail to keep clear, forcing a Starboard boat to luff to avoid colliding with you – you are in the wrong and need to do a two turn penalty as soon as possible. Don't wait for "Protest" to be yelled out.

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Let's do the right thing by APYC

A \$100K appeal to sharpen our Club

The General Committee encourages the members and friends of APYC to donate to a special development fund to upgrade existing infrastructure and extend our facilities. A new training room, work shed, external and internal painting, Port Lounge floor and re-roofing the sheds all need addressing.

PLEASE TICK THE RELEVANT SECTIONS

My Donation: \$50 \$200 Other

Name Email:

TAX DEDUCTABLE Go to (<https://asf.org.au/projects/>), enter "**Albert Park Yacht Club Development Fund**" in the "**Discover a Project**" edit box and use the credit card facility provided. Alternatively, send a cheque payable to **Australian Sports Foundation** to:

Albert Park Yacht Club, PO Box 3, Albert Park Vic 3206. We need your postal address, email address and phone number for these donations.

NON-TAX DEDUCTABLE DONATIONS:

VISA / MASTERCARD No. Exp. Date ... / ...

Name on Card Signature.....

DIRECT TRANSFER

Mark as 'Club Donation' Transfer to: Albert Park Yacht Club BSB 083 019 a/c 676272751

CHEQUE Mark as 'Club Donation' on the reverse side.

Galley

As with all aspects of Club life , the Galley is a great place to offer some help. One huge plus is that you get to meet new members along with catching up with everyone. Please contact either Jackie {0419187140} or Pam (0488752285) if you would like to help out.

NB. This program is to be used as a guide only. The official notice of race is on the race noticeboard.

7 July	Race Day	Pam, Rhonda
13-15 July	Race Day	Rhonda, Gillian, Penny, Annette 13/14, Jackie, Pam
21 July	Race Day	Pam, Rhonda
28 July	Race Day	Jackie, Carol
4 August	Race Day	Rhonda, Jackie
11 August	Race Day	Pam, Annette
18 August	Race Day	Carol, Pam
25 August	Race Day	Jackie, Tony
1 September	Race Day	Rhonda, Annette
8-9 September	City Sail	City Sail
15 September	Race Day	Pam, Jackie
22 September	Race Day	Pam, Tony
29 September	Working Bee	

APYC Duty Roster and Calendar

 - Indicates APYC Start Boat

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sat 7 July	Winter Championship Heat 5 - 14:00		Danny Marrinon	Norma Watt, Les or Geoff	Graeme Cox	Glenn Davey	Ray Wines	Riv Davey-Greene
Sat 14 July	WinterSail Regatta (13,14,15 July)		WinterSail Regatta (13,14,15 July)					
Sat 21 July	Winter Handicap Heat 6 - 14:00		Peter Naismith	Rob Allen, Ray Richards	David Emery	Marion Green		
Sun 22 July	Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 28 July	Winter Championship Heat 6 - 14:00		Ron Parker	Geoff Kirkham, Gerd Beier	Grant Haggett	Ian Kirkham	Jon Pulham	James Stewart
Sat 4 Aug	Winter Handicap Heat 7 - 14:00		Robyn Primrose	Les Wood, Norma Watt	TBA	Paul Richards		
Sun 11 Aug	Winter Championship Heat 7 - 14:00		Mike Howell	Geoff Kirkham, James Stewart	Graeme Silver	Darryl Larcombe	Jen Jaeger	Jill Stow
Sat 18 Aug	Winter Handicap Heat 8 - 14:00		Paul Taig	Les Wood, Gerd Beier	Harry Cox	Emma Taig		

Check out our calendar online for the latest: <http://www.apyc.org.au/>

If you are a licensed powerboat driver and you are rostered for rescue boat duty and you need to make a swap, please make sure you swap with another licensed powerboat driver.

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sat 25 Aug	Winter Championship Heat 8 - 14:00 Sea Scouts Regatta No Racing at ASC		Jon Pulham	Jenny Dixon, Geoff Kirkham	Brian Jones	Stephen Magner		
Sun 26 Aug	Sea Scouts Regatta Sunday Social Sailing		SEA SCOUTS REGATTA (Sunday Social Sailing)					
Sat 1 Sep	Winter Handicap Heat 9 - 14:00 Bill Hooper Series 1		Grant Haggett	Phil John- son, Norma Watt	Peter Whitaker	Glen Currie	John Dixon	Supriya Vashishta
Sat 8 Sep	CITYSAIL (WGIS)		CITYSAIL (Women & Girls In Sailing Regatta)					
Sun 9 Sep	CITYSAIL (WGIS)		CITYSAIL (Women & Girls In Sailing Regatta)					
Sat 15 Sep	Winter Championship Heat 9 - 14:00 Bill Hooper Series 2		Colin Randall	David McMillan, Rob Allen	Ehren Hyde	Scott Andrew	Ross Mulcahy	Brian Taylor
Sat 22 Sep	Winter Handicap Heat 10 - 14:00 Bill Hooper Series 3		Ron Parker	Anne Wells	Michael Cook	James Stewart		
Sun 23 Sep	Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 29 Sep	AFL Grand Final - WORKING BEE		AFL GRAND FINAL - WORKING BEE					
Sat 6 Oct	Summer Handicap Heat 1 - 14:30		Chris Davey	Robyn Primrose, Gerd Beier	Mark Ashkanasy	Darryl Larcombe	Graeme Cox	Mark Robinson
Sat 13 Oct	Summer Championship Heat 1 - 14:30 OPENING DAY		Danny Marrinon	Les Wood, Andrew Leach	Graeme Silver	Paul Richards		
Sat 20 Oct	Summer Handicap Heat 2 - 14:30		Jenny Dixon	Geoff Kirkham, Stephen Magner	David Emery	Glenn Davey	Ray Wines	Riv Davey- Greene

If it is the ASC start boat, the skipper & crew of APYC rescue boat number 2 should bring their sailing gear as we only need to supply one APYC rescue boat IF CONDITIONS PERMIT and our RO says so