



## Protest!

We had the first protest for many years after last Saturday's race. Sub Zero protested Exalte under rule 10 (port and starboard). After a lot of deliberation the protest committee found in favour of Sub Zero and Exalte was disqualified. The committee found that Sub Zero, who was on Starboard Tack had to alter course in order to avoid a collision. Rule 10 protests are very difficult to adjudicate unless a collision occurs and, sometimes, perhaps unfortunately, the Starboard Tack Boat has to be given the benefit of the doubt. So, in if doubt, and on Port, get out of the way!!

As stated above, we have not had many protests here. I am sure that many of us are very reluctant to proceed with one after a competitor infringes one of the rules, possibly in a minor way and I am not sure that this is a good thing for our sailing. The rules are there primarily to prevent damage or serious accidents and if we do flaunt them, believing that we will get away with it, it can seriously impede our enjoyment of our sport.

The message is: Learn the rules, obey them, and, if you feel that you have been disadvantaged by another boat's actions, hoist the red flag. The option for the other boat is to take a penalty as in rule 44

Incidentally, if your Blue Book is out on your yacht or unreadable, a good spot to find one is on the internet at: [www.pacificsailingschool.com.au](http://www.pacificsailingschool.com.au)

In all of this, Sailing has to be the winner. For instance, If you have an opportunity to take the wind of a smaller yacht, say a Hood, competing in their championship, spare a moment to think what effect that may have on him in his competition. Going to leeward may make his day and not really affect yours. (Apologies to the lady skippers!) We have such a variation of yachts and speed thereof that some situations can occur that would not happen in one class racing.

## Offshore Races.

If you intend to sail offshore or would like the Coastal Patrol (or VMR) to log you on and off, you can register your yacht with them for a small charge \$20 per annum so that they have all of your details on file when you call. Saves a lot of time and the money does not go astray with them either. They are a great organisation and will track you up and down the coast if you wish to do some cruising.

Bill Haskell knows all about it as he is a card carrying member and can interpret the calls of the Kiwi skippers!

Last weeks race was quite memorable wasn't it! We had winds from every direction and of all strengths, ripped sails, boats over the line at the start! All sorts of stuff. We were over at the start and, as I did not think we were, I did not listen to Heather's radio call!

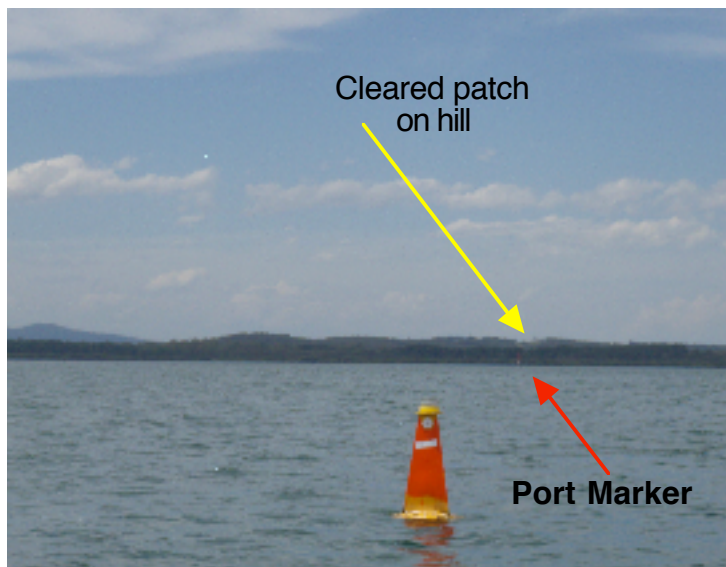
On sober reflection, the reason was that Bob Fitzhenry, who always watches the line, was not with us on the day and I

forgot to delegate his task to one of the other crew. The skipper has enough to do in avoiding other boats and positioning his own craft without being aware of the exact positioning of the line. Note to self: Must make up a task list for each member of the crew, one to watch the time, another to look out for the line and so forth!

## Those Rounding Marks

So you can make some sense of the mark finding directions that I wrote about last week, here are some photos that may clarify what I was trying to get across

### Wedding Cake



### Salamander Mark



If you have been heading for the western Marine Park marker in Salamander Bay and you line-up as in photo, you will be very close to the mark.

These missives may become a little irregular now that the Festive Season is upon us.

Have a Very Happy Christmas and a top New Year, see you on the water or at the Bar!!