



We have all been enjoying some wonderful weather recently and some excellent and very close racing, long may it continue although the weather forecast tells me that it is due to change in the next few days to being wet and windy.

We have now had our AGM for 2014 and the minutes of that meeting are associated with this newsletter. Please read the minutes and keep them safely in readiness for the AGM 2015. It saves quite a lot of time at the meeting by circulating the minutes and taking them as read. You will see from the minutes that there were no changes to the make up of our committee and subscriptions remain unchanged at £35.00 plus the MYA membership fee with junior members being free plus the Junior MYA membership fee.

**MEMBERSHIP FEES:-** club and MYA membership fees become due on the 1st December but as in previous years it is a great help to your club secretary/treasurer and the MYA treasurer if these are paid well before this date and I will be ready to take these payments any time from mid October onwards. The club membership fee is £35.00, with juniors being free. The MYA membership fee is £13.00 and £6.50 for juniors. These fees may or may not change at the MYA AGM in November but in the event that they increase it will be by only a small amount and I see no reason the club should not absorb that increase for next year only. I can accept payment by cheque or in cash.

## *Some important dates for your diary;*

- a) **FRIDAY 5th DECEMBER is our ANNUAL CLUB DINNER and PRIZE PRESENTATION EVENING.** As usual this will be held at the **FILBY BRIDGE RESTAURANT**. The restaurant will be open from 07.00pm onwards and members who haven't paid the annual club subscription by then may do so. However your Secretary/Treasurer would appreciate payment before this date if at all possible so that he doesn't have too much work to do on the evening and is therefore able to relax and enjoy the festivities with everyone else. As previously there will be a limited choice menu of:- Roast Turkey, Steak and Kidney Pie - both served with vegetables, Cod, Chips and Peas or Chilli Con Carne with Rice. For desert there is a choice of Christmas Pudding and Custard, Sherry Trifle or Ice Cream, followed by Tea or Coffee. The cost of this is £14.00 per head. Wives and partners are of course welcome. The menu choice must be made in advance so that the restaurant know exactly what they have to prepare and payment must also be made in advance. I am happy to take bookings and payments any time from mid October onwards. In the past these functions have always been very enjoyable. We have the "Granary" side of the restaurant all to ourselves for the evening and the bar will be open. This is the only opportunity for members to meet socially so I hope we will have another good attendance.
- b) **On 12th OCTOBER is the BROADLAND TROPHY OPEN MEETING for RM's and on 19th OCTOBER is the NORFOLK TROPHY and EDCS 6 OPEN MEETING for IOM's.** This is an opportunity to sail with and compete against members of other clubs in the Eastern District and I hope that club members will support these events and so help to make them a success

**RESOLVING RACING INCIDENTS.** Some of you will know that myself, Terry Burton and Vinnie Zammit attended a one day course for 'Rules Advisors' last Thursday. The concept of Rules Advisors was introduced by the RYA (Royal Yachting Association) because they were finding that sailors were reluctant to go to full protest hearings so incidents on the water were left unresolved which is unsatisfactory to all those involved in the event.

When there is an incident on the water - say, contact between two boats - a number of things can happen as a result;

1. A boat acknowledges fault and completes a penalty turn - incident resolved.
2. Neither boat acknowledges fault and no penalty turn is taken, so one boat protests the other. The protested boat then takes a penalty turn - incident resolved.
3. Neither boat acknowledges fault and no penalty turn is taken, so one boat protests the other. The protested boat does not take a penalty turn and lodges a counter protest. At this point no further action can be taken by the two boats concerned and it is imperative that there is no further discussion or argument concerning the incident. The Racing Rules of Sailing do not allow for discussion or argument on the water they demand that either a penalty turn is completed or the incident is taken to a protest hearing off the water, after the race is finished, when a decision can be made and an appropriate penalty imposed - usually disqualification of one or perhaps both boats. In the past any hearing off the water had to be conducted by a full protest committee and many competitors are deterred from this because of the formality involved but we now have another option - an arbitration by a 'Rules Advisor'. This is not as formal as a protest hearing and the potential penalty not as damaging to a boat's score because instead of disqualification the penalty will be a 20% scoring penalty calculated according to RRS 44.3(c). In other words if, for example, the guilty boat crossed the finish line in third position in a fleet of fifteen a 20% scoring penalty would worsen that boat's result by three places so it would be recorded as having finished sixth instead of third. The position of the other boats will not change so two boats may receive the same score. The 20% calculation is subject to a minimum of a two place penalty and a maximum penalty of a DNF score.

The system works like this;

1. An incident has occurred and a valid protest is lodged within the normal time limit - RRS E6.3.
2. All parties agree to opt for arbitration and meet the Rules Advisor (or alternatively go straight to a full protest hearing).
3. The parties complete a protest form and describe what happened, and the Rules Advisor will decide if witnesses should be called.
4. The Rules Advisor explains what rules may have been broken and whether anyone was in the wrong.
5. A boat in the wrong is asked to accept the exoneration penalty - a 20% worsening of that boats score.
6. No one is disqualified.
7. If the exoneration penalty is not accepted, the protest may go on to a formal protest hearing.
8. The 20% scoring exoneration penalty is available for breaches of rules of RRS Part 2 (rules 10 - 24), RRS 31 and 42.

If the protestor is seeking redress the protest must be heard by a full protest committee.

The hearings will be conducted in front of all those taking part in the racing in order that we can all learn and understand the RRS better and ultimately improve the racing experience for everyone.

This system of arbitration will be introduced for all Sunday racing with immediate effect. It will not be used at the forthcoming two open events because the Notices of Race have already gone out and these will need to state that the arbitration system will be used.

Please don't forget to check the Race Calendar each week to see when you are due to be race officer. If you are ever unable to fulfil this duty you must **first try to arrange for a substitute and advise David, our Race Secretary**, accordingly. **If you are unable to arrange a substitute you must tell David.** The Club Rules cover this in detail.

Quite a lot to take in but your committee strongly believe that the adoption of the RYA Arbitration procedure will improve the quality of racing for everyone and we ask for your co-operation in making it work.

That's all for now so fair winds, good luck and I'll see you on Sunday - IOM Autumn series 4.

Pete.