



The summer - such as it was - is now well behind us and we have had the first frosts of the coming winter. We missed a few weeks of sailing during the summer due to weed in the Broad but because this was anticipated in the race programme it didn't disrupt our sailing very much and of course members continued to meet on Wednesdays for a coffee and a chat.

Last Sunday was our Norfolk Trophy open event for IOM's and this included the final round of the Eastern District Championship which was particularly interesting because first and second place - Mark Dennis and Graham Bartholomew - were separated by only seven points. In spite of a slow start because of no wind at all on the Broad, the day was a great success and enjoyed by everyone. Mark Dennis ran out winner of the both the Norfolk Trophy and the ED championship, Phil Playle was second on the day and Colin Goodman third, with only three points separating the three of them. Congratulations to Keith Whiddett for finishing in fifth place and top Broads club member and thanks must go to David and Bernie for acting as the race officials, ably assisted by Liz, and to Val for the scoring. It was such an enjoyable day I am already looking forward to next years event and I will try to get back to entering more open events at other clubs - they are always great fun and make a pleasant change from sailing at 'home'.

The end of the year is now in sight so it is the time that I have to ask you for money in the form of your subscription for 2016. I am pleased to be able to tell you that it is unchanged at £35.00 for the club plus £14.00 for the MYA, making a total of £49.00. Junior members i.e those aged 18 years or under on the 1st December 2015, pay no club fee and only £7.00 MYA membership. Early payment is a great help to me and the MYA treasurer so cash or cheque asap please. Many thanks.

As we are coming towards the end of the year it is also time to think about our annual dinner and prize presentation evening. As usual this will be held on the first Friday in December in the Filby Bridge Restaurant, 7.00pm onwards, with the meal being served as near to 7.30pm as possible. The menu choice for this year is; Christmas dinner or cod, chips and peas or steak and kidney suet pudding and vegetables followed by; Xmas pudding or trifle or ice cream and tea or coffee. The all inclusive cost of this is just £15.00 and as previously it is your menu choice to me together with the full payment asap. The bar will also be open. This is always a very enjoyable event and your support is greatly appreciated.

So an important date for your diary;

Friday evening 4th December - Annual Dinner and Prize Presentation - This will be in the restaurant as usual and will follow the previous format. Payment and menu choice to me asap please. Wives are of course welcome.

It was agreed at our AGM to hold - next year - another racing rules seminar similar to the one held earlier this year. The dates and exact format are still to be agreed but the evening will include a very nice buffet and of course the bar will be open. If all goes according to plan it will take place one Friday evening in March next year. I will keep you informed of developments.

We are currently enjoying some tremendous racing on Wednesdays and Sundays and it is always great fun and conducted in a good spirited and sporting manner but if there is ever a racing incident not resolved on the water by a boat completing a penalty turn, as a club it is now and has been for some time, our policy to refer such incidents for arbitration in accordance with the procedure developed by the Royal Yachting Association (RYA) and a summary of how it works is set out below. This is an alternative and less onerous procedure than a full protest hearing although the option to go to a full hearing remains.

RESOLVING RACING INCIDENTS. 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 and incidents on the water were often 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 require 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 boats 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 boats 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 process is now in place for all Sunday racing.

I think that's about it for now folks but don't forget;

- a) ***Subs are now due please, cash or cheque to me - £49.00 per full member, £7.00 per junior member.***
- b) ***End of season dinner and prize presentation evening - Friday 4th December, menu choices and cash or cheque to me asap please - £15.00 per head. Wives are of course welcome.***

Fair winds and good sailing.

Pete.