



The RUDDER

Duke City Model Yacht Club
American Model Yachting Association Club #213



March-June 2013 Newsletter

VOL 17; NO. 2

The Duke City Model Yacht Club, sanctioned by the American Model Yachting Association, promotes radio controlled model sailboat racing for the benefit of the membership. Club activities include racing the nationally sanctioned one design classes Soling 1 Meter, and RG-65 as well as special events which may be opened to other R/C sailboats.

Second DCMYC Newsletter of 2013

Commodore's Commentary

After the second weekend in June, we have had held 9 RG65 events and 6 Soling events so far this year. We had an interesting RG65 boat swap event on the fifth Saturday of March and everyone seemed to have a good time. The first Soling event of June was cancelled so we could help out with New Mexico Day Outdoors, and I would like to thank Steve Bailey, Sebastian Farrell, Bob Jones, Pat Montalvo, Peter Roupas, and Jim Scheibner, who joined me to offer a chance for visitors to sail our boats that day. We got a chance to meet Kathy Lang, who is the new curator for the Tingley Bio-Park, and we look forward to working with her in the future.

We are planning to hold another special event on the fifth Saturday of June, which will be followed by our fifth semi-annual picnic event. Joey Winklepleck and has graciously offered to hold the picnic at his place near the pond at 1108 Iron Ave SW (phone: 505-363-2539). The late afternoon gathering will be a barbeque/potluck/picnic with families welcome. We will have more details later, but for now, be sure to **reserve June 29, 2013** for a special event at the pond and a picnic to follow at Joey's place.

We now have two sets of equipment for Race Directors, so we can assign one set of equipment for Solings and the other set for RG65 boats. Kathy and Steve have purchased some duffel bags with wheels to make the equipment easier to transport. The pond now has three marks at both north and south ends, which should make it easier to set a racing course with a good up-wind leg. We thank Steve Bailey, Peter Roupas, Jim Sheibner, and others for getting all the marks in place. *We are considering moving the start of our racing to 11am for the remainder of June, July and August to avoid the summer heat, so we will be asking your approval to make a change to our startup time.*

We have expanded our on-line club coverage by way of a second web site for supplemental content. This new on-line area is linked from our primary web site. It currently hosts our current Event and RD schedule, 2013 Season Race results to date, this year's newsletters, our DCMYC Handbook, as well as archival information including the season results from 2012, Season Standings going back to day One, and a compilation of Rio Grande Cup event results.

We are still working on our archival files, so please let me know if you see things needing corrections or clarifications. Jim Scheibner has offered to assemble a narrative history of DCMYC, and I am looking forward to this worthwhile project. As long as my schedule permits, I will update our on-line season results following each event. These results may be found by using the link "Newsletters & Race Results" on our web site, or by following this direct link:

<http://www.unm.edu/~eschman/dcmyp/Scores%2002-02-13.pdf>

We plan to continue work on the Racing section of our DCMYC Handbook, and we may make a few additions to our procedures for this next year when we have had the time to review concerns from last year, and evaluate changes that might be needed with the new Racing Rules of Sailing 2013-2016. Our club web site (dcmyp.org) has links to the current racing rules, and I encourage everyone to become familiar with the rules, including the article later in this Newsletter.

Here's wishing you steady winds, enjoyable pond-side temperatures, and steady thumbs.

I look forward to seeing you at our picnic on June 29!

White Rock Cup, Dallas Texas, by Steve Bailey

Earl Boebert and I were the two DCMYC members who made it to the White Rock Cup in Dallas Texas last March. This was the Region 5 RG65 Championship event for 2013. The venue and conditions there are completely different than anything we experience here in New Mexico. First, we sailed from a two story pier that sits about 30 yards out into the lake. The racing visibility was excellent even from the first level. The second level, where many skippers preferred to race from was wonderful due to its elevation above the water. The participants were, for the most part very personable and partly thanks to the firm, professional officials the event was very successful.

Now as to the conditions: Some of you may have read about this event in other publications. My take on things is somewhat different. White Rock Lake is over a mile long from south to north. The prevailing winds are from the south allowing waves to build for almost a mile before they reach the unsheltered racing area. This is not good for 65mm boats even with winds around 10 mph.

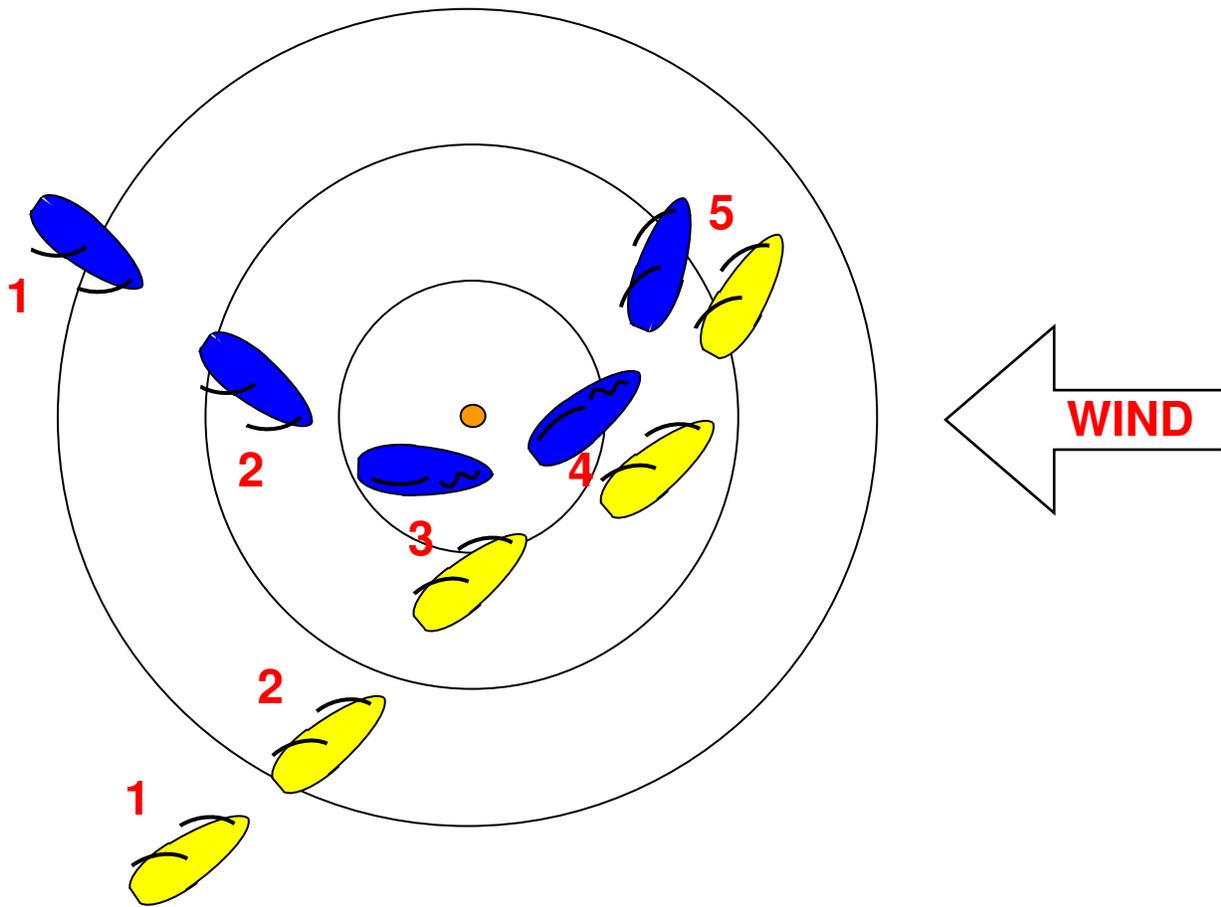
For both race days we had winds from 15 to 25 actual winds. Earl lasted one race because he didn't have anything but an A rig. I started racing with a B rig and later cut it down to something like a C rig. I did manage to stay in the race the first day and half of the second before my soaked wench arm finally gave out completely. It was made of wood and, along with everything else got saturated.

My wife, Kathy worked both days as scorer for the event and made quite a good impression on the folks there.

In conclusion we had a very good time and would like to go again next year, however I will not race an RG-65 in those conditions again. My boat never recovered and I had to build a new one. Our friends in Texas are fondly remembered but they need to schedule this event at a less windy time of year if they want me to race.



Don't Try It, by Earl Boebert



This diagram was made from the Protest Diagram Kit, copyright Angelo Buscemi, used by permission.

Here's the situation: We're at the Southwest windward mark, wind out of the South. Port side rounding. Yellow is fetching the mark on Starboard tack. Blue is coming down on the mark on Port Tack. Blue forces its way between yellow and the mark and swings round as shown. Contact at 3 carrying through to 5. Yellow protests, citing Rule 10, Rule 13, and Rule 15. Blue refuses to do a turn, arguing as follows:

"I had overlap. Boats can be overlapped even if they are ninety degrees to each other"

"I wasn't tacking, I was rounding."

"I was leeward after I rounded and you should have kept clear."

Variations of this situation have happened several times with several skippers sailing as Blue. So let's look at each of these "defenses" in turn.

"I had overlap. Boats can be overlapped even if they are ninety degrees to each other"

From the definition of overlap (emphasis in red):

"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.**"

OK, the boats were not on the same tack and not sailing more than ninety degrees from the true wind, so no overlap. But wait: what about "unless rule 18 applies?"

Let's look at rule 18:

“Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone.”

Things are looking good for Blue so far, but then we read:

“However, **it does not apply**

(a) **between boats on opposite tacks on a beat to windward,”**

Oops. So, by the definition of “overlap” in the rules, *there was no overlap*. And since there was no overlap and no Rule 18, there was no concept of mark room. The right of way rules are not suspended: *they apply as if the mark was not there*.

Therefore at 2 and 3, Rule 10 (Port/Starboard) applies. Yellow is the right of way boat. If there is contact, Blue has committed a foul. If Yellow bears away to avoid Blue, Blue has committed a foul. If Blue is pushed into the mark, there is no exoneration and Blue has committed two fouls. All this is true *even if it results from Yellow bearing down on Blue*.

“I wasn't tacking, I was rounding.”

We use the term “tack” informally to denote what the rules call “passing head to wind.” It doesn't matter whether you come about sharply or make a wide swing. And if you look at the diagram, there is *no way* you can do a port side rounding off a port tack without passing head to wind. And besides, Rule 18 is not in effect so in this situation there is no such thing as a “rounding.” If Blue somehow avoids the one or two fouls described above, Rule 13 now applies:

“After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply.”

Note that the rule is defined in terms of “course” and not “tack.” It's not where your main boom is that counts, it's the direction in which you are pointed; in this case, thirty degrees or more off the wind. Thus between position 3 and 4, Blue has *no rights*. If there is contact or Yellow has to bear away, *even as a result of Yellow bearing down on Blue*, Blue has committed fouls as described for the Rule 10.

“I was leeward after I rounded and you should have kept clear.”

We hear this when Blue claims Yellow also committed a foul. While it is possible Yellow did, in most cases Blue will have violated Rule 15:

“When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.”

What this rule says is that if you run up to a starboard tack boat on port and tack so close that you make immediate contact, you have committed a foul. What constitutes “room to keep clear” is subject to interpretation and depends on wind speed and direction, but if contact happens in the first boat length or so it is definitely a foul.

So what do you do if you are Yellow in this situation? Don't let Blue get away with it; people should not gain advantage by breaking the rules. Hail “Starboard” as you approach the mark, hail “Don't go in there” or “No Room” and back it up by sailing as close to the mark as you can. If you are not comfortable with sailing that course and Blue comes in, sail toward Blue and then bear away. If it's before Blue passes head to wind, protest using Rule 10. If it's after Blue passes head to wind but before Blue is close-hauled on Starboard, protest using Rule 13. If Blue hits you immediately after being close-hauled to leeward, protest using Rule 15.

If you are Blue, the first piece of advice is “don't try it.” The chances of getting away with it are nil. If you are protested, just do your turn. Making arguments based on incorrect interpretations of the rules is a bad idea, not the least because it misleads beginning skippers who may overhear the conversation.

Joe Frasier, RIP

Joseph Frasier III, LTC USMC retired, passed away in June 2012, after a six month illness. Joe fell about November first, severely injuring his lower back and damaging his spinal cord. After some months of surgery and rehab he was able to navigate with a walker, but fell again, severely aggravated the injury. After more rehab he was confined to a wheelchair, demoralized.

Joe began his relationship with the Albuquerque Model Marine Ass'n in Nov '93. He had moved to ABQ from Barstow, CA where he was base commander at the USMC supply base, holding the rank of Lt Colonel. Joe owned a "Fairwind " sailboat as well as a CR914 which he modified to be a scale 12m racer. In 1994, he, Vic Rotolo and Jim Scheibner decided to buy CR914's and start class racing in the club. Joe bought six 914's at a discount from the distributor in Seattle and we were in business. By November '94 we had six 914's on the lake.

Sailboat racing was becoming so popular that some of the club members tried to cool the popularity by restricting the sailing in favor of the scale boats. Those guys liked to come to the pond, set up a card table to hold their assortment of boats, then spend the day BS'ing with each other. In the Spring of '96, some of the sailors tried to bring order to the chaos by writing a set of bylaws organizing the club into separate divisions. One of the members convinced the older guys this was a "power grab" and the reorganization was shouted down. At this point, Joe, Bill Petynia, Vic Rotolo and Jim Scheibner, all split enmasse, and founded the DCMYC. Bill and Jim wrote a set of bylaws, and obtained Club status from the AMYA. Joe performed the duties of Secretary and newsletter editor for the next ten years and 127 newsletters, ending with the December 2006 issue.

WATCH FOR THE NEXT ISSUE OF THE DCMYC NEWSLETTER THE END OF AUGUST!!!!

If you'd like to contribute to the newsletter, send an email with your contribution attached to Kathy Bailey or Peter Eschman and we'll make every effort to include it. Thanks!