

Radio Waves



INSIDE 2017 ARYA Nationals Reports
Vale George Fish
Hailing—Not the cold stuff from the Sky
Twin Towers RYC Life Membership
Class Reports

Official newsletter of the AUSTRALIAN RADIO YACHTING ASSOCIATION (Inc)
www.arya.asn.au

Radio Waves

Official Newsletter of the Australian Radio Yachting Association (Inc)

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*If calling, be mindful of the time at location calling.
Allow for time zone differences and Daylight
Saving, and call at a reasonable hour.*

ROLL OF HONOUR

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George Manders, QLD (dec)

Bob Shedden, NSW (dec)

LIFE FELLOWS

Hub Bell, WA

Ken Dobbie, TAS

David Black, QLD

Eddie Cowell, QLD

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Graeme Turk, QLD

From the Editor

Another year complete, and another successful National Titles Regatta over and Champions decided. Once again, a great event by all accounts. Plenty of reports in this issue.



coming class at the moment are the **RG65s** & **DF65s**. These are now being sailed at many clubs throughout the country.

The next biggest event on the Australian RC sailing Calendar would have to be the **Eddie Cowell**, coming up in August. Once again, a strong fleet from around Australia, and a few international visitors will make this 'the' IOM event to get to this year.

If you haven't noticed, the up and

I intend to work with the class this year in an effort to bring this class to National Recognised status. This will involve such things as ensuring the same rules, et are adopted Australia wide, and hopefully aligned with other national organisations.

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PICTURES

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RG65 racing

Photo by: Forwarded by Andrew Cook

On Another Tack....

A depressed young woman was so desperate that she decided to end her life by throwing herself into the ocean. When she went down to the docks, a handsome young sailor noticed her tears, took pity on her, and said, "Look, *you've got a lot to live for. I'm off to Europe in the morning, and if you like, I can stow you away on my ship. I'll take good care of you and bring you food every day.*" Moving closer, he slipped his arm around her shoulder and added, "*I'll keep you happy, and you'll keep me happy.*"

The girl nodded 'yes.' After all, what did she have to lose? That night, the sailor brought her aboard and hid her in a life-boat. From then on, every night he brought her three sandwiches and a piece of fruit, and they made passionate love until dawn.

Three weeks later, during a routine inspection, she was discovered by the captain. "*What are you doing here?*" the Captain asked. "*I have an arrangement with one of the sailors,*" she explained. "*We're going to Europe, and he's screwing me.*" "*He sure is, lady,*" said the Captain. "*This is the Rottnest Island Ferry.*"

From the President

What a way to kick off another year at the helm of the ARYA with a fantastic nationals hosted



by **NSWRYA & the Kogarah Bay team**, who worked tirelessly (with a bit of help from **Team WA**) to ensure the success of the event. Congratulations to the winners, **Glenn Dawson (A)**, **Scott Condie (10R)**, **Lincoln McDowall (RM)** and **Ian Vickers (IOM)**. Unfortunately we've seen the IOM title slip across the ditch for a year to Ian who certainly showed that consistency is the name of the game finishing ahead of **Ross Bennett**.

During the nationals the **AGM** was held and there were some minor changes to the **ARYA Executive Committee** with **Garry Bromley** (Vice President), **Scott Condie** (Registrar) and **John Wainwright** (Treasurer) stepping down from their positions. I personally thank Garry, John & Scott for their contribution over the last few years and at the same time welcome **Andrew Reid** (VIC) to the VP chair, **David Turton** (QLD) as Registrar and **Norm Wallis** (SA) as Treasurer to the ARYA Exec. I also thank the ARYA Executive Committee, Class Representatives & appointed members of our sub-committees, all of whom have contributed to what has been a successful year but more importantly they have supported both myself and our members volunteering their time to ensure the success of radio sailing in Australia.

2016 saw us represented internationally with participation in IOM, 10R & RM classes at international events worldwide and we see this continuing in 2017. Each and everyone of our sailors competing over-

seas have represented us well ensuring that their best was shown on the world stage. On the local front we've held some very successful events across Australia during 2016, and 2017 is shaping up well and we expect strong support of all our regional events.

Outside of the nationals, the **Eddie Cowell IOM Regatta** held on the Sunshine Coast in August is one of our biggest events on the calendar and is growing year on year and for the first time will be a three day event that will attract sailors from across Australia and internationally, so block off the calendar from August 4-6 and head to the warmer climate of the Sunshine Coast.

Next years Nationals will be held at **Montrose Bay** in Tasmania and for many the opportunity to sail at a new venue will be a key attraction to support of this event. Keep an eye out for more information from the Tassie Team.

Good Sailing in 2017!

Sean Wallis

From the Secretary

Congratulations to the **NSW Nats regatta committee** for hosting a successful regatta recently. Congrats also to the winners and all of the competitors. It looked like everyone had a good time. Me, I had the soberest regatta that I have ever attended, but I promise never to repeat that again.

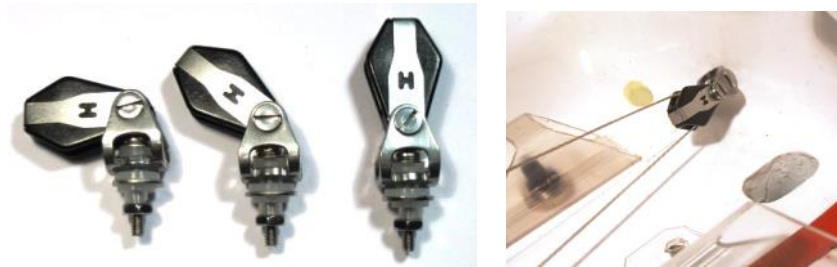


The **IOM World Championships** are coming up in France and the AUS team will be **Scott Condie** NSW, **Andrew Reid** Vic, **Tim Brown** Qld, **Kirwan Robb** Vic & **Dave Turton** Qld. In the final wash up of the tiered entry system, AUS would have gained four extra places in round 2, but we didn't receive any other expressions of interest from our skippers. That is a pity.

The ranking window for the **Marblehead & Ten Rater World Championships** is now very much open. The **NSW Nats** results count towards these events. Anyone interested in going to these worlds should send an expression of interest to secretary@arya.asn.au . The list is open now. Please bear in mind that as the ranking period gets close to clos-

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ing, final commitment and possibly payment may be required up front.

Finally, I would like to give my thanks to the outgoing ARYA committee members. Outgoing VP **Garry Bromley** has worked hard during his two years and will be replaced by **Andrew Reid**. Yes, the Mexicans are coming! Outgoing registrar, **Scott Condie** has served the sport extremely well over a number of years. He has earned the ire of some when they haven't completed documents fully, but he has maintained the standards that are necessary for the position, and he always had my full support. Both of these guys were vocal on all decision making within ARYA and I know the information was shared freely with the NSW association members. That 2 way communica-

tion down to and up from the states is important for the successful management of our sport. **Dave Turton** steps into the registrar's position. Dave is also the **IOM ICA treasurer** and also has strong views on the sport.

Good sailing to all and I'll see you on the water.

Rosca

2017 RC LASER CHAMPIONSHIP OF NATIONS

6 - 11 NOVEMBER

Decision time is approaching!

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On 6 November, Emerald Lakes, located on one of the most beautiful coastlines in Australia - The Gold Coast, will become a sailing haven for about 70 RC Lasers.

Entrants are pouring in quickly, with six countries already represented and many others making enquiries.

It really will be a contest between Nations!

There is no doubt that the racing will be keen and everyone will have a good time whether they finish first or further down the list.

There are new friends to be made and old friends to see again. Make sure you are one of them and [register now!](#)

The 2017 ARYA National Championship

International 10 Rater Class

Months of planning by the **NSWRYA** planning committee and background work for many weeks by **KBRYC** and **KBSC** members was paying off. The A Class and IOMs had been run and won in the previous week, now it was the turn of the 10Rs, arguably the fastest and most spectacular of the International RC yacht classes.

10R skippers entered from all over Australia, four from Queensland, eleven from NSW, four from WA and three each from the ACT and Mexi, oops, Victoria. We even had a welcome visitor from Switzerland in the form of **Thomy Blatter** sailing a borrowed boat. Unfortunately there were a couple of late withdrawals, but there was still a field of 23 very competitive boats to fight for their places in the championship.

KBRYC member **Lindsay Walker** was the PRO assisted by the newly crowned A Class champion **Glenn Dawson** and a team of observers. Scoring and fleet management was in the hands of the very capable **Anne Walker** and Koonawarra Bay SC members **Jon Pinkerton** and **Barry Grant** drove the rescue boat.

Racing got underway with an all-in practice race. A nice bottle of red was donated by **Barbara Hayden** as a prize for the winner in memory of her late husband Ian, who was a great contributor to radio sailing and the 10R class. **Scott Condie** won the wine.

The seeding races were then held and racing proper got underway in two fleets in very hot humid conditions.

It soon became evident that the title would be fought out between two boats, the 2nd prototype of the BG **Trance** sailed by **Scott Condie**, and the **Sanga**, designed and built by **Steve Sedgmen**. The **Trance** was the same boat that won the world championship in Italy sailed by **Brad Gibson** and is now part of **Andrew Reid's** fleet. The **Sanga** is proving to be a very competitive boat indeed and had recently won the **ACT Championships**, the **NSW Championships** and the ranking event held in January at KBRYC.

Keeping **Scott** and Steve honest was Victorian **Lincoln McDowell** sailing his design, the **Blade 4**, and several **Diamonds**, the best of them being **Sean Wallis** from WA. Further down the fleet there were plenty of private battles (and frustrations) going on to keep everyone on their toes. The most important thing it was fun for everyone.

Varied wind conditions from light easterly breezes to strong C rig conditions were experienced over the three days, so every skipper had a chance to sail their boats in all conditions, just as it should be for an Australian Championship.

Congratulations go to **Scott** for his dominate performance to defend his Australian Championship title and to everyone else who took the fight to him. He has given all the skippers something to aim for, so Scott, watch out!

The presentation dinner was held at **Taren Point Bowling Club** and **Allan Bicknell** made the trip down to present the medals, trophy and prizes. **Allan** had already given a huge commitment as the PRO for the IOMs in extreme heat, so he must have been feeling a bit jaded. Even so Allan was there and all the 10R sailors thank you.

These events don't happen by themselves so thanks to the people who helped make the 10R class regatta one of the best. **Lindsay** and

Anne, Glenn, Kevin Wingate and the other observers and helpers too numerous to name individually, and Jon and Barry in the rescue boat. Thanks too to the KBSC members who catered for the event with the welcome BBQ and lunches each day. Thanks to **Robert Hales, Mark Newman** and **Scott Condie** who carried out the registration and check measurement procedure with good humor and efficiency.

Thanks heaps to our sponsors, [RMG Sailwinch](#), [Radio Yacht Supplies](#), [Hales Micro](#), [Sedgmen Race Foils](#), [Ultralight](#) and the [Radio Sailing Shop](#). You all helped make the regatta a success.



From L to R. Scorer and fleet manager Anne Walker, PRO Lindsay Walker, 2nd place Steve Sedgmen (ACT), 1st place Scott Condie (NSW) and 3rd place Lincoln McDowell (Vic)

Boat Transfers

ARYA now accepts payment by **PayPal** for boat registrations and transfers. Credit cards can also be used with **PayPal**.

It is **VERY** important that the right procedures are followed in the transfer of boat ownership, otherwise there may be a significant delay in the issue of a new certificate.

Full details for payment are available on the ARYA website at <http://www.radiosailing.org.au/index.php/techincal-info/transfer-of-registration>

A stamped, self-addressed envelope **MUST** be posted to the Registrar for the return of the new certificate.

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John Boy's Photo 2016

In February 2018 the Australian Champs will be held in Hobart so we look forwards to the change of scene and cooler weather. See you there.

Team BG Guru,

Brad had won the 10 Rater worlds in Garda, Italy late last year.

Since then, the modified Trance has made its way to Australia, eventually, via the worst freight services in the world, ie TNT. If you don't want your goods delivered anytime soon, use them. They really are rubbish.

Brad had supplied the boat to his usual exacting standards prior to boxing it up for transport to Sydney but, ended up going to Sydney, Adelaide, Sydney and eventually, boat owner Andy Reid picked it up from Melbourne only to deliver it to me the next day!

What a relief it was to finally see the redesign genius and commitment for 6 months prior to the Worlds in Italy.

The anxiety of not knowing whether I could prepare myself mentally was probably worse than the racing side of things itself, having dedicated the previous 3 weeks to the organising side of things and having not sailed well for 3 days in the IOM's. (Well, he did come fourth. Ed)

Brad was on the email to help out any time I needed, whether it be moral support or tuning tips. Lucky to have BG in my corner some would say, I'd say yeah.... real lucky!

No bigger thanks go to Brad for his tireless strive for perfection. Anyone who was there, could admire her go nicely through the water. Turns out the 400 unpaid man hours Brad and Victoria put into it, has

Calendar of Major Events 2017

1/Apr	IOM	SA	IOM SA State Championships
2/Apr	IOM	Tas	Tasmanian IOM South State Championship
9/Apr	M	Vic	Bill Palmer Rd. 1 Marblehead Regional®
16/Apr	IOM	Vic	Eddie Kennedy Rd. 1 IOM Regional®
22/Apr	IOM	NSW	IOM GP Rd 2
22/Apr	M	Qld	Qld RM State Championships
29/Apr	10R	NSW	10R GP Rd 3 Mazda Trophy
29/Apr	IOM	Qld	Sth Qld IOM
30/Apr	M	SA	RM Toad Cup
30/Apr	M	Tas	2017 John Emms Memorial for Marbleheads
6/May	A	NSW	A Class GP Rd 1
6/May	M	Qld	Sth Qld. RM
6/May	M	Vic	Victorian State RM Championship®
13/May	IOM	WA	SW IOM Championships
20/May	M	NSW	Marblehead GP Rd 1
21/May	M	Tas	RM 2017 Southern Tasmanian Championship
21/May	10R	WA	WA 10R Challenge
27/May	IOM	NSW	IOM GP Rd3
27/May	IOM	Qld	Nth Qld IOM
3/Jun	10R	ACT	10R GP Event
10/Jun	A	WA	Eric Fisher A Class Trophy
24/Jun	A	NSW	A Class GP 2
25/Jun	IOM	Tas	2017 IOM Mid Winter Championships
27/Jun	IOM	Qld	Sail Mooloolaba
1/Jul	A	Qld	Sth. Qld A Class
8/Jul	IOM	Qld	Ctrl Qld IOM
22/Jul	A	Tas	2017 Tasmanian A Class State Championships
23/Jul	M	NSW	Marblehead GP Rd 2
23/Jul	IOM	WA	Perth Classic
29/Jul	Laser	Qld	STH Qld RC Laser
29/Jul	IOM	Vic	Victorian IOM State Championship®

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paid dividends.

Steve Sedgmen's Sanga who finished 2nd, is also a beautiful boat to sail. Sedgy does everything himself except make the masts! An accomplishment he and everyone else should be proud of. Well done mate!!

Linc finished 3rd in another Aussie designed and built boat.

In all, a great event with Aussie designed and built boats taking the top three. Something we should all be proud of.

Cheers

Scott Coudie

International A Class

It was a beautiful sight as eleven magnificent A class yachts were launched for the first race of the A Class National Championship. It was expected to be a shoot out between current National Champion, **Glenn Dawson** (WA) and last years runner up **Brian Dill** (NSW) both sailing **Swords**. But from the start it wasn't to be, with **Graeme Howie** (WA) sailing his home built **Wombat** design taking first blood in race one throwing down the gauntlet to the champs.

The **Wombat** thrived in the lighter conditions with **Howie** and **Dawson** exchanging race wins with **Dill** challenged by winch problems before the afternoon session when **Dawson** started his domination on the event demonstrating why he was the defending champion and stringing together an impressive rack of bullets leaving **Dill & Howie** to fight it out for the minor places.

Day 2 saw the temperature fell and as the fleet hit the water for the first race lightning filled the sky joined by the claps of thunder and

heavy rain and the fleet immediately returned to the shore. After a delay to the start the rain started to clear and **Dawson** continued his merry way further dominating the event remaining consistent with scores of 1's & 2's while **Howie & Dill** continued their battle.

The final day of the event was really around the fight for second place. The **Wombat** had shown great performance against the **Swords** but ultimately the **Sword** won out with **Glenn Dawson** maintaining his consistency and going on to win with an overall score of 39 points from 37 races just 48 points ahead of **Brian Dill** on 87 points and the **Wombat** of **Graeme Howie** a further 10 points in arrears finishing on 97pts.

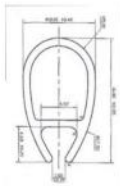
Outside of the top three there were other battles being had, **Jon 'Pinko' Pinkerton** (NSW) kicked off the championship with some con-

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sistent results early, battling with **Denton Roberts** (WA), **Roger Paul** (WA) and **Ralph Hymen** (NSW), however **Pinko** was plagued with boat issues later in the event which saw him finish with a lower than expected performance with these guys filling places 4th – 7th.

Sean Wallis.

International Marblehead Class

The A Class, IOMs and 10R had been run and won in the previous ten days and now it was the turn of the **Marbleheads**. This regatta is in the ranking period for the **2018 World Championships** so competition was bound to be fierce.

Sixteen skippers were entered, seven from NSW, five from Victoria, two from Queensland and two from South Australia. Everyone turned up to race, but unfortunately three boats pulled out during the first morning leaving thirteen very competitive boats to fight it out for the spoils.

Joint PROs running the event were three members of the KBRYC. **Wayne Keavy** ran the first morning and the remainder of the regatta was a combination of **Owen Jarvis** and **Scott Condie**. **Scott** PRO'ed all the last day and **Owen** with the assistance of **Kevin Wingate** looked after the results and scoring. **Scott Backhouse** drove the rescue boat on the first day and **Matt McAnna** the last two days.

Racing got under way in a moderate northerly breeze using a windward and return race course with a gate at the leeward end. The breeze strengthened during the day and swung to the NE so there were many requests for rig changes. Day 2 was similar but racing was called off early due to a storm cell hanging about. A southerly change

came through in the early morning of Day 3 to provide a very steady breeze all day, so there was plenty of racing to make up for the lost time on Day 2 and the regatta finished with 41 races completed.

The Marblehead skippers were lucky, they had the best breezes of the Nationals.

After a slowish start **Lincoln McDowell** got his “**F4**” up to speed and proceeded to become the one to beat. **Andy Reid, Scott Mitchell, Kirwan Robb, Greg Torpy** and **Dave Turton** were always there nipping at **Lincoln’s** stern and keeping him honest. However, **Lincoln** finished with an easy win 25 points ahead. Second and Third were all locked up after race 39 on 110 points and **Andy** ended up in second sailing his “**Grunge**” only one point ahead of **Scott Mitchell** with **Kirwan** 14 points further back in fourth.

Congratulations to **Lincoln** for his strong performance to defend his Australian Champion title and to everyone else who took the fight to him. Everyone who competed was a winner and everyone left with smiles on their faces after three days of very competitive racing.

The presentation dinner was held at [Taren Point Bowling Club](#) and **Scott Condie** presented the medals, trophy and prizes.

These events don’t happen by themselves so thanks to the people who helped make the RM class regatta one of the best. **Scott Condie, Owen Jarvis** and **Wayne Keavy** for running the event, **Kevin Wingate** for recording the results and observers **Ron Moon, Maurice Fletcher** and others that helped from time to time, and of course the rescue boat drivers. Thanks too to the KBSC members who catered for the event with the welcome BBQ and lunches each day. Thanks to **Robert Hales** and **Scott Condie** who carried out the registration and check measurement procedure with good humor and efficiency.



IOM World Champions
2007 2009 2011 2013 2015

Marblehead World Champions
2012 2014

IOM European Champions
2012 2014



experienced in winning

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Handy Links

Thanks heaps to our sponsors, **RMG Sailwinch, Radio Yacht Supplies, Hales Micro, BG Sails and Design, Ultralight** and the **Radio Sailing Shop**. You all helped make the regatta a success.

The Corinthian prize was awarded to **Paul Ziems** for his excellent manner and sportsmanship, he wins a suit of **BG's** finest Marblehead sails....Well done **Paul!**

In February 2018 the Australian Champs will be held in Hobart so we look forwards to the change of scene and cooler weather. See you there.

International One Metre Class (a KIWI Perspective)

The 2017 Australian RC Association held Nationals for 4 classes early February over a 2-week period, classes being A Class, IOMs, 10 Raters and Marblehead's. All were sailed at **Kogarah Bay Sailing Club**. Kogarah Bay is a 500-acre tidal finger off the much larger Botany Bay in southern Sydney, it's a bay of about 2 kms in length and 900 metres wide with the sailing club at a middle point on the western shore, the club has good facilities with a floating pontoon and jetty as the bay is tidal with a fall of around 1.5 metres.

Team NZ arrived with a day to spare, we all sailed that evening to get a feel for the weed, waves and locals, Team NZ being **Ian Vickers** and a support crew of 4 others (**John OBrien, Ants Hurdley, Philip Pryde** all Auckland, and the souths **Bruce Edgar**)

Day 1: measure boats, weigh keels and all 3 rigs, check all sails were certified etc., this was well run, quick with plenty of jigs and assistance.

So, to the racing, with 50 entries they opted for 4 fleets, a light air (N01 rig) seeding race was first up, and from there the 4 fleets set, racing began with race 1 “D” fleet, using a 4 up 4 down model it took a good hour for all 4 fleets to race each race. End of day 1 we had 4 races ending on “B” rigs, Ian had a good day (2,1,2,3) and lead the regatta, the rest had mixed results with your luckless correspondent having 3 DNFs including a run over by the patrol boat, unperturbed we went to the pub to plan day 2.

Day 2: Light airs greeted again with a heap of weed on the surface, racing delayed as the tide ebbed with some of the weed and the wind built, still with the 4 fleets we sailed a further 5 races in what was long day, Ian held his overnight lead and grew the margin with a (2,14, 1 8,2) , the rest of us battled up and down the fleets in 38 degrees of heat, it was a tough day for all. Interesting a lot of Aussie boats had quite flat sales and with the small chop they seemed to lack power while pointing about the same, the best of the Aussies at this stage was local **Scott Condie**, sailing a very nice **Brit Pop**, Scott was the most engaging helpful person, with time for everybody, I am sure his personal generosity compromised his overall regatta, but we enjoyed and thanked him, back to the Pub for debrief and planning for Day 3.

Day 3: The day dawned with weather warnings of 40+ degrees, (and it was) once again weed and no wind greeted us, today they compressed the fleets into just the 3 to speed up the racing, while we waited we killed some time sweating and drinking so we could sweat some more. When sailing got under way after lunch, we were in light A rig conditions with the course heading straight out, this was not easy as the beat was 100 metres and eye sight was tested to the max, Ian had his issues with weed and jelly fishes, the rest of us battled on

with the same as we progressed up and down the fleet, **Ian** held on well with a (2,13,2,10, 3) day, and at this point had the regatta in the bag, a fact not missed by our Aussie hosts who were more than complimentary, at this point your correspondent and fellow also-rans were dying of thirst, so emergency rush to the PUB for no other reason.

Day 4: With more heat came the promise of wind, we kicked off in A rig then quickly to B rig and by race 4 we were in 30 knots of southerly and C rig conditions, waves of about 1 metre, breaking. The **V10** was by this stage really smoking with race 18 in “A fleet” seeing **V10** 1st 2nd and 3rd (correspondent juggling a win) it was a great sight seeing IOM’s jumping through the waves and absolutely flying off waves as they flew down hill, once again something our Aussie hosts were very quick to notice, there were about 100 folks watching these heavy air races and they were impressed with the NZ boats. So, **Ian** won, not just won, but won handsomely, he was masterful in all conditions and all rigs, it was a great display of high quality RC sailing, team mates battled to the end in mid fleet proving yet again any mug can win “its toughest in the middle” Second overall was **Ross Bennett** from Perth in a **V10** and 3rd **Kirwan Robb** “**Brit Pop**” 4th was **Scott Codie** and 5th **Paul Jones** in a **Kantun**.

Summary: This was a well organised, well run event, the Australian RC community are doing a great job, good people, good structure, good leadership, and lots of willing helpers. It was a happy fun contest, I hardly saw a cross word, it’s a credit to all who attended, I for one will be back next year in Hobart.

We can learn a lot from the Aussies, further more they are keen to share their knowledge, their regatta, documents, and their best prac-



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tise documents. They are keen to come to NZ just as soon as we can demonstrate we have suitable venues and infrastructure which could be as soon as the Nationals 2018.

We in NZ are defiantly on the right track re boats, set ups and our sail design, as with our sailing style, we were all quick enough, what we need here now is bigger fleets and better regattas to get some fineness and polish into skill sets.

We discussed the idea of establishing an Interdominion series in common classes on a two-yearly cycle which had a lot of support, more on this soon.

Happy Days and do your turns

Philip Pryde

2017 ARYA Australian Nationals

The following are the thoughts and impressions of Kevin Wingate, who is the Secretary of the Basin Radio Yacht Club that sails the Soling 1m class at St Georges Basin south of Sydney. Kevin is also the NSWRYA Publicity Officer. Kevin helped run the regatta every day for the thirteen days, a fantastic effort.

Here is a story of my experiences and impressions of the Australian Championships. This was the first major Championship Regatta that I had attended. My background in radio sailing is a small dedicated Soling 1 Meter Club on the NSW South Coast which was founded in 2010.

The first impression began with the **Kogarah Bay Sailing Club** clubhouse and surrounds which must represent the best possible venue for a radio sailing regatta, positioned adjacent to the Princes Highway,

the main Southern Coastal Road into Sydney. Isolated on a peninsular where Kogarah Bay joins the Georges River which in turn leads to Botany Bay. The club area offers a large parking area carefully maintained with a grass park area to the North. The sailing area faces the bay with open access to all breezes from the South-West to the east to the North-West. During the thirteen days of the regatta, winds from all these directions were experienced by the competitors.

The **Championship Committee of the New South Wales Radio Yachting Association** had obviously worked very diligently over many months to ensure that the racing would take place with a minimum of problems and were ably supported by volunteers of the Kogarah Bay Sailing Club, who must be sincerely congratulated and thanked for the work they did in preparing the excellent selection of meals available each day. The KBSC also provided a welcoming BBQ on the first evening of each class. A Presentation Dinner was held at **Taren Point Bowling Club** following each class as well. Volunteers and competitors acted as race observers assisting the race officials each day. Also volunteering were the alternating rescue boat crew, who diligently set up and adjusted the course as required and rescued boats that were unable to make it back to the launching area, ensuring the racing was conducted in a very professional manner and, in fact, went off without a hitch.

The Championships were arranged in series commencing with the "A" Class followed by the IOM, the IOR and Marbleheads. I must confess that I had never seen any of these yachts prior to these Championships so it was a total education for me. Although, as a member of the NSWRYA , I had volunteered to assist in any way

possible, and had initially been scheduled to observe the IORs and to assist the scorer **Anne Walker** during the Marbleheads, **Anne** is a lovely lady who was obviously very well known and respected by the majority of the competitors. She was listed as Scorer for the whole of the Regatta and assisted me greatly by including me in her work as Recorder/Scorer particularly in the final two days of the IORs. When it became obvious that she would have to leave before the Marblehead races, this allowed me to record race results according the HMS system and help **Owen Jarvis** who took over as Scorer as well as sharing PRO duties for the Marbleheads.

In all 103 RC Yachts were entered for the Championships.

The 6th February, day 1 of the A Class dawned clear and eventually hot, I was co-opted to be an observer and I continued this through the whole regatta. The usual early morning activities were visible as would be expected in preparation for a day of racing but it was the racing which was an object of education, what a pleasure to observe these magnificent yachts in action, controlled by expert skippers in ideal conditions.

Day 2, almost started on time but sensible management called the boats off the water just in time as a thunder storm passed overhead (and I mean OVERHEAD) and the wind increased and heavy rain began to fall. The storm eventually passed but the wind and rain continued the whole day. To my surprise the racing continued despite the conditions and there were many very saturated sailors and officials at the end of the day.

Day 3 by comparison was uneventful but the racing continued in showery conditions but with more gentle breezes.

9th February the IOM competition began with 50 yachts entered and present and it was “full on” racing for the next 4 days, for me the most interesting experience was to watch and compare the results of the different hull types and the changes in rig set-ups as there were 14 different hull types listed on the starting sheet. It was also the first time to see how the HMS multi Heat System was handled by the lady scorers, very interesting. This series continued over the 10th, 11th and 12th.

It should be noted that there were entrants from New Zealand, Singapore, Switzerland and every State of Australia except the Northern Territory entered in the Championships.

The IORs followed on the 13th with fine weather and light breezes. On the 14th the start was delayed by thunder and heavy rain and very strong wind and on the 15th the start was delayed by the lack of a breeze.

Despite the varying conditions the winner of this series was a joy to watch, winning 15 of the 21 races sailed, with 2 seconds and a third and his drops being 2 fourths and a 15th. Three of the next four sailed very competitive races and the final group of 19 sailed very close competition between each other.

Finally on the 16th the Marblehead Yachts had their turn.

16 boats made up the single fleet which followed in fine weather and light breezes and 15 races were completed.

On the 17th only 12 boats started in the first two races although a 13th joined later however only 8 yachts were available for the 9th and final race of the day when sailing was cancelled due to a threatening storm.

On the final day 13 yachts sailed 17 races to complete the series and another thunder storm arrived just as the boats were taken from the water.

I have deliberately not shown any results and these will appear on the National Championship web page along with reports for each class and a selection of photographs.

I was greatly impressed by the general attitude of all competitors both on the shore, which might be expected but particularly on the water where accidents (?), mistakes (?), or infringements were immediately acknowledged and responded to.

I am glad that I was able to attend these Championships and to participate in a small way.

Kevin Wingate

Publicity Officer - NSWRYA

VALE GEORGE FISH

The Tasmanian Radio Sailing community was saddened by the death of George Fish in February. George was one of the few remaining members from the early 1970's and was State Secretary for a number of years until 1991. He was the linchpin of the Northern Tasmanian Radio Yacht Club as Secretary for many years.

George won a number of State Championships in A Class, Marbleheads and Lasers and was Australian International A Class Champion in 1979, his last major event was the Australian Laser Championship in September 2016 where he placed 4th overall and first Sea Master. He will be remembered as a top line competitor and fair sailor.

Our condolences to his wife Jill and family.



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TTRYC Life Membership

The [Twin Towns Radio Yacht Club](#) celebrated its' 10th year birthday at the AGM held on 9th November and awarded two of its inaugural well known and respected members, **Richard and Norma Harradine**, the status of **Life Membership**.

Both were understandably appreciative and emotional upon receiving their awards and are shown in the attached photo cutting the birthday cake after the AGM.

The TTRYC's sailing venue is at Kimberley Lake, Banora Point, NSW, adjacent to the border with Queensland and regularly enjoys the company of sailors from both states.

Richard is well known in radio yacht sailing circles and has been competing at a high level for many years. Both he and his wife **Norma** were instrumental in getting the club off the ground during 2006 and provided financial assistance in order to obtain the first clubs rescue tender and other necessary

equipment for the club to become operational as well as making additions to their residence to provide accommodation for equipment/boat storage. **Norma** continues to be active in undertaking official scoring roles on sailing days.

Richards commitment to the club can be shown by his untiring efforts and persistence in gaining development approvals to use the lake as a venue and government grants for the construction of a pontoon which is available for community use in general.



Gary Chouvaux



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RG65/DF65 Summer Series

The third **Tasmanian RG65/DF65 Summer Series** got under way in Hobart in early November, with day 1 (5/11) held at [Montrose Bay Yacht Club](#) and day 2 (6/11) at [Port Cygnet Yacht Club](#). A heathy total of 11 skippers turned up for a great weekends sailing. Saturday, at Montrose Bay was greeted initially by fine light wind conditions, but by lunch time, a postponement was called due to the severe wind that had built up. Luckily, this only lasted about half an hour, and the yachts were then put back into the bay for the afternoons racing – mostly in b and C rig conditions. In all, we sailed 11 races on the first day.

Sailing was very competitive, with many sharing the podium positions throughout the day. In the **DF65** class, scores for the first three places were very tight, with **Ian Dickinson** (15pts) edging out **Andrew Wardrop** (17pts) on his borrowed DF65 from **Maurice Jones** on 19 points. In the RG65 Class, **Goths** led the way, with **Kyle Stewart's** MX Components **Goth** (12pts) taking the lead from **Tank Walters GoSpectre** (17pts) and **Chris Thomas' home built Goth** (19pts) in third. The 100g heavier MX Components **Goth** taking full advantage of its slightly extra weight and standard rig in the heavier conditions, where the swing rigged **Goth** and Square topped main **GoSpectre** struggled somewhat with the wind gusts.

Day two saw the sailors head to port Cygnet for another 12 races in decidedly different conditions. B and C rigs were hardly touched and most of the racing was in very light air with the true skill coming to the surface, finding those little wind pockets. At the end of the weekend, 23 races were completed, with results quite close. DF65 Class winner on the weekend was **Andrew Wardrop** (37pts), ahead of **Ian Dickinson** (41.4pts) and **Maurice Jones** (47pts) in third. RG65 class winner for the weekend was **Kyle Stewart** (33.4pts), ahead of **Chris Thomas** (36pts) and **Tank Walter** (37.9pts) in third.

As has become expected in this class, the races were highly competitive, but sailed in the right spirit, further cementing great relation-

ships between the clubs in Tasmania.

Special thanks needs to go to **David Murfett** of [Risdon Brook Radio Yacht Club](#) for acting as PRO on the Saturday, and to both [Montrose Bay Yacht Club](#) (**Rod Marshall** in particular) and [Port Cygnet Yacht Club](#) for opening up their facilities to make the weekend possible. Also worth noting and thanking the five skippers who travelled down from the North West of the state, which made the weekend so enjoyable. And finally to the southern crews, without the support also from you, these weekends would simply not be possible. Thank you all so much.

The return weekend in the north west will be held on the weekend of 11th and 12th of March to decide the overall winner of the 2016/17 Summer Series. Best of luck to the skippers participating.

Links to some races during the weekend

<https://www.youtube.com/watch?v=3gAE8WfSTac>

<https://www.youtube.com/watch?v=gE-yHWs414o>

<https://www.youtube.com/watch?v=D5n3rteD6SE&t=118s>

Kyle Stewart



(c) 2016 Viper-RacingTas

HAILING

No – not icy things falling from the sky, but calls made by participants in radio sailing events. I'd like to acknowledge **John Ball** from Canada and thank him for allowing me to use some of the content in this article.

1. What are the requirements for a valid hail?

Both skippers and race committees are required by **Appendix E** to make a hail in a certain way. There are two requirements for a valid hail in radio sailing as follows:

If a competitor makes a hail, it must be made so that the competitor to whom the hail is directed might reasonably hear it.

This does not mean that the other competitor must hear it, but that there is a reasonable expectation that they will. The fact that a skipper may claim that they didn't hear the hail is not an excuse for not reacting. However, the hailing skipper might be wise to have a witness to confirm the volume of the hail was suitable for the prevailing conditions.

The volume of the hail will depend on many things, including how far away the other competitor is standing, the size of the control area and the background noise. If there is a strong wind and skippers are standing far apart, the hail would need to be very loud – even more so if the skipper making the hail was downwind of the intended recipient. Alternatively, if skippers are standing close by one another in light winds, normal conversational levels may suffice.

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Any hail calling sail numbers should be made using the individual digits of the sail number. Thus “*seventy six*” is not valid, but “*seven six*” is a valid call.

It is not valid to call “*the red boat*”, or “*that boat at the windward mark*”. In the event that a sail number cannot be identified at the time of the incident, making a call like “*that red boat*” should be followed up with a hail identifying the sail number at the earliest possible opportunity.

2. When MUST a skipper hail?

There are three rules in the **Racing Rules of Sailing** which make hailing mandatory for a skipper. These are:

Rule 20 – Calling for room to tack for an obstruction

Calling a protest under **Rule 61** and

Calling (for example) “*Seven Six; Boat out of control*” under **E2.3**

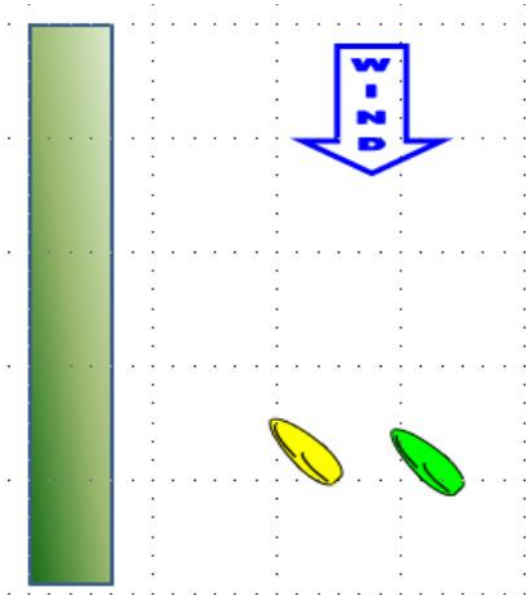
Looking at each of these in detail is a lengthy process, but I shall try to give you a condensed version.

2A. RULE 20

An obstruction is any object that a boat could not pass without changing course substantially. It can be a bank or shoreline, an “out-of-bounds” area, a boat out of radio control or a right-of-way boat.

The most common situation we encounter is when two boats are close hauled approaching a shoreline. The leeward boat (Yellow) is in danger of running aground, but cannot tack without infringing **Rule 13** (a boat tacking must keep clear of a boat on a tack.) on the Green boat. See Figure 1.

Figure 1.



So to avoid boats running aground and collisions, **Rule 20** exists and allows Yellow to hail for 'Room to tack to avoid an Obstruction'. What happens next is important – Green **MUST** respond even if she feels that the hail is not in accordance with the conditions listed in **20.1**.

The first item is that Yellow must allow Green

TIME to respond – so hailing and tacking simultaneously would be a breach. These rules were originally written for full size boats and the concept of 'time' is to allow a crew to get ready and then safely tack a big boat. In RC sailing, the time allowance can be far less as we can respond must faster.

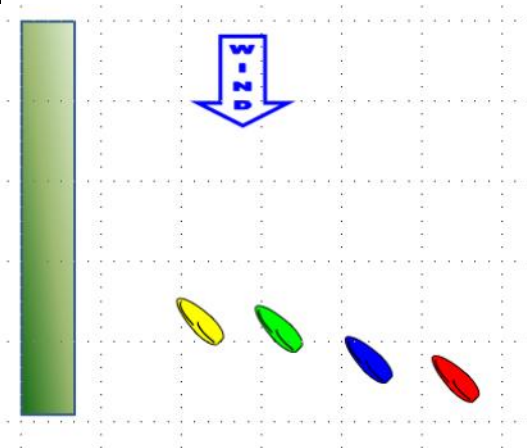
Green has two options, and **SHALL** either tack as soon as possible – or immediately hail back 'YOU TACK' – in which case, Green gives Yellow enough room to tack and avoids Yellow. Now Yellow must tack as soon as possible.

IMPORTANT: Green **CANNOT** debate with Yellow about the hail. If Green thinks that the hail for room to tack was incorrect, she must still respond as in 20.2 and then promptly hail 'Protest' for a breach of **R 20.1**.

IMPORTANT: The amount of room required to be given is only room

to tack. Once the tack is complete, the situation is over. This means that if another boat comes along on starboard, that boat is able to force the boats to tack back towards the bank.

Now add in an additional boat or boats. As a reference, please see **Case 113** in the **ISAF Case Book**. See Figure 2:



Q1. *Does rule 20.1 require Red to respond to Yellow's hail?*

Yes. When a boat that is not adjacent to the hailing boat has heard the hail, and will have to respond before the hailing boat is able to tack, she is a 'hailed boat' in the context of **rule 20.1** and she

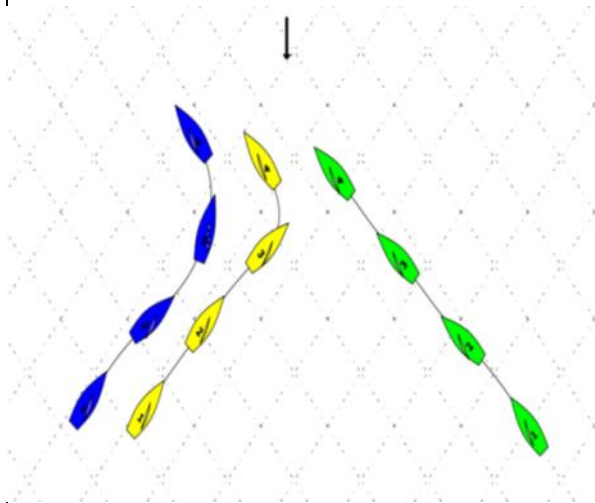
shall respond accordingly.

Q2. *Is Green required to hail Blue or Red for room to tack immediately after she hears Yellow's hail?*

Yes, if Blue is not already responding to Yellow's hail. Replying 'You tack' is not an option for Green or Blue in this case, both are required by **rule 20.1(b)** to respond to Yellow's hail by tacking as soon as possible. Therefore, if Blue or Green cannot tack because of the presence of Red, then Blue must immediately hail Red for room to tack. If she fails to do this, and as a result is unable to tack as soon as possible, she breaks **rule 20.1(b)**.

Another common situation requiring a hail is when two boats close hauled on port tack approach a right of way starboard boat. The star-

board boat is an obstruction for both boats.



In Figure 3, the yellow boat has right of way over the blue boat, but is required to keep clear of the green boat. If yellow decides to tack, she cannot just tack without hailing for room to tack and allowing the blue boat time to respond. The

blue boat does not have to anticipate the course which yellow will sail.

Yellow must hail "*Room to tack blue*" Blue must respond and yellow must tack immediately. Yellow cannot hail for room to tack, and then sail behind the transom of green.

If yellow decides to sail a course behind green's transom, and blue also sails behind green, then blue is able to hail for room to pass between the yellow boat and the obstruction (the green boat). Yellow must allow room for blue to pass through that gap.

IMPORTANT: When must a skipper **NOT** hail for room to tack:

If the obstruction can be passed without having to make a substantial change of course.

If the boat is not sailing close hauled

The obstruction is a mark of the course, and the other boat is fetching it.

2B. PROTEST SITUATIONS

The **Racing Rules** are very specific when it comes to hailing another boat for a protest. **Rule E6.3** tells us that a skipper shall inform the other boat of the intention to protest by hailing **TWICE**: “(her own sail number) protest (the sail number of the other boat)”.

Thus “*Three Eight protest Seven Six; Three Eight protest Seven Six*” is a valid hail, but “*Hey Seventy Six, I’m protesting you*” is not. At a protest hearing, you risk having your protest thrown out if you have not hailed correctly.

What about if you are the boat being protested? There is no requirement for any hail if you are being protested. However, it is good practice to acknowledge the protest hail and indicate either that you will complete a penalty turn, or that you will “*see them in the protest room*”. This saves many arguments and unpleasant discussions at the lakeside.

Another hail which is not mandatory, but is a really good idea, is hailing when you have completed a penalty turn. This alerts the race committee or observers that you have taken a penalty and exonerated yourself from an infringement. The other benefit of making this hail, is that whilst you are completing a penalty turn, you have no rights. Your rights under the rules return once the penalty is complete.

2C. OUT OF RADIO CONTROL

If a boat loses radio control, the skipper is required to hail “(Sail number) *Out of Control*” and then retire from the race. Once that call is made, there is no option to return to the race, and the other boats are required to treat the boat out of control as an obstruction.

3. Hails by a Race Committee

The Race Committee have three hails which are mandatory as follows:

Individual recall

General Recall and

Observer's calls for contact between boats, or contact with a mark of the course.

3A. INDIVIDUAL RECALL

In the event of an individual recall, the race committee is required to hail "*Recall (sail number), Recall (sail number)*". That is – they must hail the sail number twice. There are many examples of incorrect hailing when it comes to individual recalls, with race officers hailing things like "*Over seventy six*", or "*Come back seventy six*".

In the event of multiple boats receiving an individual recall, the hail must be clear as to which boats are required to return to the pre-start side of the start line. For example, if a race officer hails "*recall one, four seven, recall one, four seven*", it is unclear whether there are three or two boats recalled, or just one boat (one four seven). Therefore, the hail must be as follows:

"recall one four, recall seven; recall one four, recall seven" This makes it clear that sail number "one four" and sail number "seven" are the boats which have broken the start.

3B. GENERAL RECALLS

Rule E3.6 tells us that the race committee should hail "*general recall*" and make two sound signals. They may repeat the hail as appropriate.

3C. OBSERVERS CALLS

If an observer hails for contact with a mark of the course, or contact between boats, they are required to hail the sail numbers twice. Therefore the correct call would be either:

“Contact with the mark, seven six; contact with the mark seven six” or

“Contact seven four and seven six, contact seven four and seven six”

4. Addendum Q (Races with Umpires)

This is a specific note for skippers who are competing in regattas with umpired races. (**Addendum Q**)

In **Addendum Q** regattas, **Rule 20** is amended to require a boat calling for room to tack at an obstruction to hail their sail number prior to hailing for room to tack. Therefore, the correct hail would be:

“Nine four needs room to tack, nine four needs room to tack”

It would be wise to make these calls allowing enough time to get the hail complete, and allow time for the other boats to respond.

There have been a number of situations in recent regattas in which hailing has been an issue. Taking time to understand the correct hailing requirements should make for better quality sailing regattas, remove disappointment through technicalities and clean up some of the unruly discussion which occasionally affects our events.

Glenn Dawson

Class Corner

Marblehead

Since our last news after the Worlds in Italy, there have been a number of new boats built and launched in South Australia, Queensland and Victoria, which is great for our class, the club holding the current record for boats sailed on a regular basis is **Pine River Radio Sailing Club** with 19, great to see.

Another form of regular news has been established on **Facebook** by our coordinator **Lincoln**, with the “**Australian Marblehead Class**” featuring an article by **Duncan Groome** on home building a Brad Gibson designed “**Indie**”, worth reading, if you’re not on the groups page, contact **Lincoln** and he will add you to the list.

Another important feature of our class was the **National Championships** held at Kogarah Bay, where a small fleet of sixteen, but the quality was exceptional, with the possibility of eight to ten boats capable of winning the event. It was great to see **Steve Crews, Phillip Page, Andrew Sands, Rob O’Brien, Garry Bromley, Patrick O’Donnell** and **Andrew Croker** participating, although at times with boat or health issues. Apart from the occasional jellies and weed, the event was well run by the PRO’s **Owen Jarvis, Scott Condie** and a group of helpers, with 41 races being completed.

Within the top ten place getters there were 7 different designs, all showing good boat speed, the addition of the **Brad Gibson** designed “**Grunge**” into the Australian fleet ups the anti for the local designers to go that extra 5%.

For the full result log on to the ARYA website, but in summary our **2017 National Champion** is **Lincoln McDowall (F-4)**, second **Andrew Reid (Grunge)**, third **Scott Mitchell (Indie)**, **Kirwan Robb (Indie)**, **Greg**

Class Corner

Torpy (**Quark**), David Turton (**Mantra**), David Thomas (**F-4**), Phil Page (**Prime Number**), Paul Ziems (**Prime Number**) and Ian Dowsett (**F-3**).

2017 will be another big year for the class, as the rankings for the next Worlds to be held in Germany in May 2018 have started from these Nationals, so get involved and keep your eye on the Class Ranking List on the website.

David Thomas on behalf of the Class Coordinator Lincoln McDowall

RC Laser

The **2017 RC Laser Championship of Nations** will be held at the **Paradise Radio Yacht Club** on the iconic Gold Coast in early November this year. Already RC Laser sailors around the country are becoming excited about this event and many have begun making their preparations. Twenty four Australian sailors have already registered for the event together with two Swedish sailors, two British sailors, and one from each of the Netherlands, Czech Republic and Germany. This promises to be a huge event with 70-80 RC Lasers participating.

If you haven't already registered now is the time to do so, even though it seems a long time until the event. All prospective entrants are advised that 1st and 2nd round allocations as well as 'cut off' entry dates are limited for each country, so it is important to start registering now, to avoid disappointment. Register at **www.lasers2017.org** The event organisers have a superb programme lined up and are pleased to show their overseas and Australian visitors a little of what they have to offer.

Class Corner

The program runs from Monday 6 November to Saturday 11 November at **Emeralds Lakes**, Carrara, Gold Coast and includes the following race activities:

Monday 6th Nov	Registration and practice sailing / Evening Welcome Function
Tuesday 7th Nov	Racing Day
Wednesday 8th Nov	Racing Day
Thursday 9th Nov	Racing Day
Friday 10th Nov	Lay Day (may be used for racing)
Saturday 11 Nov	Last Racing Day / Presentation and Farewell Dinner

This event is an opportunity too good to miss. If you can get your hands on an RC Laser, do it, and make sure you are at Emerald Lakes in November.

On a sadder note RC Laser sailors around the country recently heard the news of **George Fish's** passing. With many of us having competed against George at the **2016 RC Laser nationals** in Yarrowonga, we were shocked to hear this news. George was always regarded as an RC Laser sailor of the highest calibre, and he contributed an enormous amount to radio controlled sailing in Tasmania across a range of classes.

From **New South Wales** the most recent news is that the new club [North Lakes Radio Sailing Club](#) has just moved it's sailing base to Belmont 16's clubhouse on Lake Macquarie. There are great sailing locations at the club as well as a first class social venue. **Brian Lindsay** and his helpers are presently putting together their RC Laser Series for this year; and there is much anticipation for it. They will be tying in this year's **NSW RC Laser Championships** into one of the rounds. At [Dobroyd Aquatic Club](#) the summer sailing days have been aligned with the "big boat" competitions, so that there have had larger fleets for our Sunday sailing. The summer distractions are now more or less over, so there will be a return to normal with our fleets. New mem-

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bers come and sail with us on a reasonably regular basis, and it is amazing how quickly they develop once it "clicks" with them. Handicap racing has started again, and it is good to see newer names at the top of the result sheets.

Victoria will have their state titles on October 7th this year, just one month prior to the Championship of Nations.

South Australia will commence their RC Laser Series in early March, with rounds taking place each month from March to December. In November 2016, the RC Laser became an officially recognised class of the [Mawson Lakes Model Yacht Club](#) – a major step forward for the class.

Western Australia held their state RC Laser titles at the [Wanderers Radio Sailing Club](#) in November 2016. **Dave Pruden** retained his state title from the previous year ahead of **Rod Popham** in a fleet of nine boats.

All states are presently assembling fleets for the **Championship of Nations**. **Noel McPherson** reports that Dobroyd Aquatic Club will have a good contingent attending. Victoria will have 8-10 entrants and South Australia is predicting 6 entrants. Practice has started! Enjoy your preparations for the big event.

Adrian Heard

RG65

It's a new year already and it seems the national fleets of rg-65s have been busy building, rebuilding and sailing RGs!!!

Now that the RG-65 class is over 30+ years old it is interesting to see how it is still spreading through out the world and helping get

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new people sailing, converting some to bigger boats and some back down scaling!

For those of you who have not seen them, one of the most exciting things for the RG-65 class worldwide has been **Mark Dicks** 'Dragon Force RG-65' design, with lots of these boats out there carrying the RG-65 logo on their hulls and sails it has been a great boost to entry level in the class.

However that's not the end of it!

Dragon Force RG's can be quite competitive in racing dependant on the weather and still a lot of fun, so whilst they may have often been viewed as a beginner boat they should not be overlooked.

Currently the Dragons have been relaunched as a new version and now they are coming with a A-rig that is bigger than the standard B-size rig on the version 1-5 boats, the sails should even fit all those even and if you fit paneled sails, it once again lifts the performance in the RG fleet!

So what is the difference in RG's you may ask, how to best start?

The best way to explain is to liken the 'Dragon Force' to being a \$400 International One Metre versus a 'Britpop IOM', put simply both in the right hands , fleet and conditions can win races, although one is more likely to ,but more importantly they both are fun!

That's what it is about, fun!

Internationally the RG fleets have been bolstered in national championships and club racing by the inclusion of the Dragon Forces and a lot of people after racing one have then stepped up to faster boats and the old boat gone to a new sailor and used to build fleets, it

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works!

So whats the best way to race RG's at your club and what have the other fleets found you ask?

Typically the larger size classes race fairly long race course legs, mainly because they are bigger and you can see them ,as well as being faster!

It is really interesting to see race officials after sailing a RG, understand that a course with 25-50 metre legs is not just sensible but about right.

Some coming from **Marbleheads** and **IOMs** are amazed at the speed of these half scale Marbleheads and see that when they run courses for the little boats its important to have a short course so that the slower boats are not lapped, more races can be run and courses can even be launched from on land!

The winning formula is,

-Run a short course, the guys at the back will not be as easily lapped and the guys at the front can help them and offer tips after finishing,

-More races means more chances for everyone to get a good start in a race and go really well.

-Launching marks by throwing the marks in from shore with a retrieving line means a quick pack up and sensible size course!

For marker buoys the best way seems to be to construct them as follows.

Marker buoy , foam ball, beach ball or up turned 5litre painters tub waterproofed , these then have a cord that ties on the base and goes

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to a turning point on a weight of either a lead sinker, concrete in a foam cup with set in eye bolt or chain, then the cord runs back to a spool for winding up.

To Launch, locate the weight next to the marker, unspool some rope and cast the buoy off.

The weight sinks and then snug the line off to the jetty, bank or marina you are sailing from!

A standard windward leeward course starting line that must be left to port when heading downwind, with a single top mark and a gate at the bottom separates the fleet so upwind traffic and downwind have more room and hopefully less chance of collisions for newer



sailors whilst they are still learning the rules.

That's a Quick explanation of how racing is being run, and made fun in RG-65s!

Just at the time of writing the newest version of the **Dragon Force** is being released and is great news for the RG fleets, the new version

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although significantly different to earlier versions of the Dragon Force looks like a great leap forward, but don't forget if you have an older version Dragon they can be reinforced in the bow and around the keel when they crack as many have and you can keep sailing, so all is not lost!

Bigger Rigs should drop in easily and off you go to be more competitive in the RG fleet!

There are also a lot of new designs coming from Europe and Australia, very exciting.

Looks for **Mark Dicks** 'Sith' design, the 'Scury' built by **Alex Cory, Martix** by **Mirage Yachts**, **Manta** by **Andy Hoffman** and sooner or later (please, please please!), production versions of "Electronica" by **Brad Gibson**!

To register your RG-65 and get a sail number (its still free!) sign up to the **Australian RG-65** class site at :-

<https://groups.yahoo.com/neo/groups/rg65aus/info>

And ask **Kyle** for a a sail number to be allocated, look at building photos and feel free to ask any questions you need help with!

Andrew Cook

IOM Class Report

I've just returned home from the Nationals in Kogarah Bay, and what a trip! Before we look at that regatta, let's turn our thoughts back to some of the events reported in the last **Radio Waves** and see what happened.....

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The **Victorian States** were held on a sunny, but brisk winter's weekend in Melbourne at Edgewater. The highlight of the weekend was clearly the scantily clad, stand-up paddle boarder, who managed to find herself in amongst the fleet at the windward mark on Sunday... mayhem! Boats were going off in all directions, as skippers lost concentration. It was funny!

Apart from that, **Kirwan Robb** sailed a great series to take the win from SA's **Brett Osborne** and WA's **Glenn Dawson**. There was some champagne sailing on Saturday in B rigs, but Sunday let us down with very light fluffy A rig winds from the worst possible direction on the lake.

Roger Paul had the right idea – fly to Melbourne to sail the Vic States, then hire a car and take a leisurely drive up the east coast to sail the following weekend on the sunshine coast in the **Eddie Cowell**. It would have been a great trip, calling in at **Scott Condie's** for a beer, staying with the **Brown's** and generally taking it easy.

The **Eddie Cowell** is fast becoming a must-do on the IOM racing calendar. Great weather, great company and a great fleet. 5 New Zealanders, 4 West Aussies, a Croweater and a bunch of guys from NSW and the home state resulted in a 42 boat fleet for the weekend. **Paul Jones** took the chocolates, whilst **Garth Halton**, **Brad Johnson**, **Rob Nelson** and **Sean Wallis** fought over the remaining podium spots. Congratulations to Paul, Garth and Brad.

Garth Halton continued his good form in the **Queensland State Championships** in early September at Paradise Waters. His first day

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performance set him up in a commanding position, with **Lindsay Walker** and **Scott Backhouse** putting in the chase on Day 2. The first day had strong gusty easterlies, and day 2 had some lighter, steadier breezes. If you search Youtube for “lobbers66” you will be able to find some great videos of the racing.

Risdon Brook was the venue for the **Tasmanian IOM State Championships** in early November. **Mike Hickman** seems to be the Risdon specialist (dubious honour Mike!) as he took out the event from **Lisa Blackwood** and **Rod Jackman**.

Later in November, Kogarah Bay took it's opportunity to host a warm-up regatta for the Nationals, by hosting the **NSW State championships**. **Scott Backhouse** showed everyone that he would be a force to be reckoned with, taking out a substantial win from **Andrew Reid** and **Paul Jones**. Reidy impressed everyone with his performance, having just returned from Italy - the advantage of sailing in a world class fleet.

The last State Championship prior to the Nationals was held in Western Australia at Austin Lakes. Visitors from New Zealand (**Steve Champion**) and NSW (**Lindsay and Anne Walker**) joined **Norm Wallis** from SA to add a bit of interstate / international flavour to the fleet. Friday night dinner at the local bowls club started the weekend off well. The sailing had a bit for everyone. **Glenn Dawson** put in a good performance on day one to hold a commanding lead overnight. However, things turned around on Day 2 as **Sean Wallis**, **Rosco Bennett** and **Lindsay Walker** all made a charge. In the end, it was probably the fact that these guys were all taking races off one another which saved

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Glenn, as he held on to record a narrow victory from **Sean** and **Rosco**.

The Nationals have just been completed, and there's likely to be a full report elsewhere. However from the overall class perspective, the observation was that generally the behaviour, attitude and sportsmanship of the majority of competitors has improved greatly. Gone are the days of arguments and prolonged heated discussions. Naturally, there are the odd occasions where skippers get hot under the collar, but the incidence of these is far less than it was previously. Unfortunately, there have been a couple of situations in which skipper's attitudes have been somewhat unsportsmanlike, but I think we are cleaning up the sport pretty well.

The overseas contingent added a new flavour to the regatta, with 5 New Zealanders and **Jimmy Teo** from Singapore attending. Jimmy was a very popular character, and we hope to see him again. Not only did the internationals add to the flavour of the regatta, one of them stole the bickies. **Ian Vickers** showed his class with a substantial win. His boat set-up, boat handling, tactics and strategies were terrific to watch. It demonstrated to everyone just how much further we need to progress to reach his level (4th in the last Worlds).

Top placed Aussie was **Rosco Bennett** from WA. **Rosco** had another bridesmaid performance to an overseas skipper. Without **Bantock** and **Vickers** raiding our trophy cabinet, **Rosco** would have two National titles under his proverbial belt. He had his **V10** sailing really well, and deserved his place. Third on the podium was **Kirwan Robb**, who just held out a fast finishing **Scott Condie**.

Scott Fleming won the sportsmanship award, a decision which was

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very well received by the skippers. There was no doubt that **Owen Jarvis, Scott Backhouse** and **Scott Condie's** performances were affected by the massive amount of work which they put into the organizing and running of the regatta. From experience, I can tell you that when you are in the position of making sure everything goes according to plan, concentration on your own boat suffers. On behalf of everyone who attended the Nationals, I'd like to acknowledge and thank these three guys in particular.

Some video coverage of the racing is beginning to appear on Youtube, which has been uploaded by a gentleman by the name of **Paul Martin**. Search for "2017 Australian IOM Nationals Kogarah Bay". Thank you Paul for uploading those videos. **Ben Taylor** put up a C rig race video as well – that was great sailing weather!

Other thanks go to **Allan Bicknell**, who worked tirelessly in some very trying conditions (read 40 degrees and high humidity) to act as our Race Officer. To give you an idea how hot it was – after the first hot day, Allan went home and shaved off his beard to cool things down – that's commitment! Thanks also to the **NSW Organizing Committee** who put together a terrific event. Colin Court and Peter Newman in particular did a load of work.

Thanks also to **Anne Walker**, who kept us on track in terms of the scoring and fleet management. There were lots of people who came and volunteered here and there as well – thank you all. **Graeme Howie** and **Denton Roberts** from WA also stepped up to the plate and acted as Observer Manager and Fleet Marshall – thanks guys.

ON the International scene, the **World IOM Championships** are

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scheduled for 13 May in **Pierrelatte** in the south of France. In a surprising outcome, it turns out that not as many European countries are filling their quotas, resulting in Australia receiving 5 places in the fleet. Our representatives will be **Scott Condie, Andrew Reid, Kirwan Robb, Tim Brown** and **Dave Turton**.

The Worlds website is up and running: <http://www.iomwc2017.vrc-pierrelatte.com/> and there is a facebook page as well called **IOM World Championship 2017**.

The regatta looks like it will be one of the best organized events in recent times, with **Pierre Gonnet** at the helm. It has been advertised that much of the racing will be streamed live from the regatta – a boon for us IOM junkies. Great sailing guys, and may the shifts be with you.

Until next time.....

Glenn Dawson

A Class

Kogarah Bay turned on the wind and rain for the **2017 A Class National Championships**. The sailing conditions were magnificent, but unfortunately there were two days of rain bucketing down to spoil the fun.

Day One was the lightest wind of the event. Everyone had their A rigs on the boat. The Race Officer was Western Australia's **Sean Wallis**.

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Sean had the fleet on the water at 10.00am and we were racing. Before lunch, there were four races, and things were fairly even within the fleet.

After a break for lunch, **Glenn Dawson** started to stamp his authority on the regatta, stringing together a number of race wins. **Graeme Howie** and his “**Wombat**” were in hot pursuit with the conditions suiting the big girl (boat that is!). Unfortunately for **Brian Dill**, he was dealing with winch trouble and lost a few races.

The **Gunboat** of **Jon Pinkerton** was travelling very well in the lighter airs, and was giving the leaders a shake. Jon’s problems were just starting as he ran into the dreaded electrical gremlins and was forced to miss a number of races late in the day on Day 1. **Graeme Howie** joined him missing two races whilst he swapped out a winch.

By the end of the first day, it was clear that **Glenn** was the one to beat. He was sailing consistently, and so far, the boat had held together. Little did we know what was in store for us on the next two days!

The start of day 2 was fairly ominous. The wind built into the mid-20 knots, the tide was running against the wind and the waves were starting to pump. Most skippers launched with their C rigs and we were set for some hairy fast paced action. There was 10 seconds to go for the start of the first race, and the sky to our east lit up with lightning! A massive thunderstorm hit and it was “boats off the water!”

We sat around for about an hour whilst the storm cell blew away. Some of the smart skippers made the dash to the clubhouse, and

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were sheltered from the storm. Others were caught out under a shade structure, which turns out is not much good if the rain is coming in horizontally! We were well and truly drenched within a short time!

After a while, the storm abated, and the boats were re-launched. The wind had dropped, and a number of skippers shook off their C jib in favour of a B jib. Nevertheless, the racing was still very exciting. The big A Class boats handled the conditions easily.



Picture: Scott Bakehouse

Following on from yesterday, **Glenn** strung together 7 race wins in a row and 9 out of 10 for the day. Brian had sorted out his winch issues and was sailing well, whilst the Wombat wasn't in her favourite wind

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range. **Denton Roberts Sword** was coming into its own and he was moving up the fleetboard with some more consistent results.

Other skippers starting to show some form were WA's **Roger Paul** and NSW's **Ralph Hyman**. Roger's **Venom** seemed to like the combination of smaller mainsail and larger jib, and he had the boat moving really well with some excellent boat speed. Ralph's **Venom** was in a similar setup, and he managed some good results.

Unfortunately for the **Gunboats**, the wind kept blowing for the remainder of the regatta, with Day 3 being almost a carbon copy of Day 2. The rain was still falling but the wind lightened off a little. Most of the **Swords** and **Venoms** carried their B mains and A jibs, whereas the **Gunboats** were still looking at C rigs. It wasn't really a **Gunboat** regatta. At times on Day 1, when the wind was lighter, it was possible to see the advantage of the **Gunboat**, but with the wind blowing for three days, the heavier boats had the advantage.

Thanks must go to **Sean Wallis** for standing out in the rain and arranging some excellent courses. He kept us on our toes and ran the event exceptionally well. Thanks also to the NSW team – both the **Organizing Committee** for putting everything together, as well as the guys from [Kogarah Bay Radio Yacht Club](#). **Scott Backhouse**, **Owen Jarvis** and **Scott Condie** worked tirelessly to ensure that the event was of the highest standard.

The fellas from the Kogarah Bay Yacht club kept us fed for both the welcome BBQ as well as all our lunches. They deserve a big vote of thanks as well.

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All skippers should be thanked and congratulated for their camaraderie and fellowship. Everyone was friendly and there were no incidences of any raised voices or discussions the whole regatta. Mistakes on the water were sorted out, and skippers readily acknowledged when they had made an error. It would be sensational if all classes demonstrated the same level of courtesy and behaviour as the gentlemen of the A Class!

So our **National Championship** has been decided, and congratulations go to **Glenn**, with **Brian** and **Graeme** filling the podium. The next meeting of the A Class will be in Tasmania, and we hope that the Tasmanians get behind the regatta to ensure that this lovely class continues in Australia.

Meanwhile,

There have been reports of a building program taking place in South Australia, with the guys at West Lakes taking on the building of a new **Gunboat**. Lets hope that there are a few hulls come out of the mould, and that there is a resurgence of interest as a result in Adelaide. **Alan Gold** was seen in Sydney for a day, paying close attention to the boats. Good work guys.

Tommy Blatter from Switzerland was in attendance at our **Nationals** this year. **Tommy** is the President of the **Swiss Radio Sailing Association** and is the proud owner of a **Sword**. He was especially interested in the class and would like to take an opportunity to build the class in Switzerland. He had discussions about the **Gunboat** as it would be most likely to suit the light wind, flat water conditions which they experience. We wish Tommy all the best in his endeavour to establish

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another fleet in Europe.

Glenn Dawson and **Graeme Howie** are Australia's representatives on **IRSA's International A Class class committee**. There is much work to be done to try and stimulate interest and activity in the A Class, so they would be really keen to hear any pro-active, constructive suggestions about ideas to re-invigorate the A Class. If you wish to provide input, please get in touch with **Glenn** using dawsong@y7mail.com

Denton Roberts



Picture: Scott Bakehouse