



The RUDDER

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



March - April 2009 Newsletter – VOL 15; 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 Soling 1 meter, one design class as well as special events which may be opened to other R/C sailboats.

RG-65 Accepted as a DCMYC Class

The RG-65 is now an official AMYA class. Our thanks go to all of those who worked so hard to make it happen. Locally our Commodore, Earl Boebart was and still is instrumental in making the RG-65 happen in the USA. Earl also wrote a very fine, informative article in the latest (Summer 2009, #156) issue of MODEL YACHTING Magazine. If you would like to read the article, but don't receive the magazine, Steve will be happy to share his copy with you.

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Mark your calendars for Sunday, May 31st:

The Los Lobos 4-H club from Ojo Caliente will be here for a visit. We'll meet in the Education Building of the BioPark (which you have to pay to get into) and after show and tell and discussion of the principles of sailing go to the pond and play. We need bodies, boats, and a PC laptop that we can load the DelftShip design program on so we can show the kids how hulls are designed. Please let Earl know if you can help. These outreach activities; even if they don't result in immediate benefit, greatly contribute to the long-range viability of the club. An email will be sent out shortly to let everyone know what time we need to be at the BioPark.

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Racing Schedule for June 2009

Jun	6	RG65		Bannerman
	13	Soling	Scheibner	
	20	RG65		Boebert
	27	Soling	Wagner	

The Race Schedule for the coming months will be in the next newsletter. Be sure to email Earl or Jim if you won't be able to race.

Member Roster and Race Results

The current Membership Roster and Race Results are attached to this email. Please double check your information on the roster and let Jim Scheibner know if anything needs to be changed.

DCMYC Ship's Store

Our hard working Treasurer, Bruce Wagner, has set up a DCMYC Ship's Store, which he brings to the pond in a handy suitcase. Be sure to check out some great stuff (check or correct amount in cash is appreciated):

Handsome Hats AND Stylish Shirts

The hats and shirts can be purchased for \$15.00 each.

Genuine Guides to the Racing Rules (two types):

Handy Guide to the Racing Rules 2009 - 2012, US Sailing - cost \$7.25

16 Pages, "This highly visual, condensed guide to the 2009-2012 racing rules is a must-have for any racing sailor. The Handy Guide is a pocket-sized, 16-page self-cover booklet containing full-color illustrations of the primary rules governing sailboats on the racecourse. It's a valuable quick reference for any sailor, new or experienced."

Racing Rules Companion 2009 – 2012, by Bryan Willis - cost \$11.00

24 Pages, "A quick reference to any situation that should arise during a race, this trim, splash-proof guide offers beginners instant access to the newest racing rules for yachts, dinghies, and windsurfing. A summary of the latest ISAF regulations, which are revised every four years, this practical, user-friendly guide covers the basic rules of sailing, covering everything from changing course, visual signals, penalty turns, and even includes advice on protesting or appealing a decision. Here is the perfect onboard thumb-through guide for meeting any racing challenge as it happens."

May 23rd Soling Race



In spite of the cloudy skies and lack of wind, nine skippers showed up to race on Saturday. The first few races were tedious since the wind didn't want to participate; however, things picked up and a good time was had by all.

Article by Jim Scheibner:

The Board of Directors has examined the DCMYC Sailing Rules and is updating the Handbook to comply with the changes. Below is a synopsis of changes. Please respond to the BOD if you need clarification or have strong objections to changes.

First:

The Corinthian Spirit:

There are no referees in sailboat racing. Competitors are expected to recognize when they have broken a rule and voluntarily take a penalty. This is called the Corinthian Spirit after an early yacht club, and is best described by saying you respect your competitors and you sail by the rules even when no one is looking.

Second:

The Regatta Captain coordinates the radio frequencies. Only boats with channels/frequencies that do not conflict with other boats will be permitted in the race. In the event of a conflict, the RD must determine which boat may race. If a non-member wishes to operate his boat on a conflicting frequency, he may be allowed to do so in the interests of maintaining goodwill. The displaced member shall then be scored in accordance with Redress (see below) for the heats or race not sailed.

Third:

Any boat that is not sailed by the skipper who entered the boat in that race shall be scored as multiple boats; that is, the initial skipper shall score DNS for heats not sailed, and subsequent skippers will receive DNS for heats they did not sail. The score sheet shall reflect a separate entry for each skipper, using the sail number followed by a letter. (52A-Smith, 52B-Schmidley, etc.)

Fourth:

To encourage a member to loan his boat and coach another person during a heat or race, the member shall declare his intention to the RD and scorer, and may receive an average heat or race score in accordance with Redress (see below).

Fifth:

The I Flag or no dip start rule is in effect. NOTE: RD may rescind this rule prior to start.

Sixth:

The RD may disqualify a competitor for an RRS Rule 2 Fair Sailing violation (Sportsmanship and Fair play).

Seventh:

RD must specify the control area during the Skippers pre-race meeting.

Eighth:

A change to the "No push-off" rule: Any skipper who touches his boat during prestart must hold his boat at the location where it was first touched until after the starting bell, when it may then be pushed off. The force of such push off must not exceed the natural speed of the boat under wind conditions at the time. The RD shall be the sole judge of the extent of the push off allowed. Penalty for excessive push off shall be to retrieve and relaunch correctly. After prestart, any skipper who touches his boat for any reason (including weed or flotsam removal) shall also not provide excessive push off per this paragraph when releasing the boat.

Ninth:

Redress. When a Right-Of-Way yacht is damaged or entangled sufficiently as to be unable to compete as the result of action by a burdened vessel, the ROW yacht shall be given points equal to its average finishing position during the other heats in that race, providing that said average is based upon at least three heats. Should the ROW yacht be unable to compete in three heats, then points shall be awarded at the end of the year based upon the average points for that year. Points shall be awarded for each heat during that race in which the ROW yacht was unable to participate.

Watch for the next issue of The Rudder to arrive in your inbox sometime the end of June. Anyone wanting to contribute articles to be included in the next issue of the newsletter should email them to Kathy Bailey at klb1051@yahoo.com.