

Carolina Sailing Club Newsletter

AROUND THE MARKS

November 2003

Officers:

Commodore: John Norton
Vice Commodore: Joleen Rasmussen
Rear Commodore: Meg Wittman
Secretary / Treasurer: David Brown

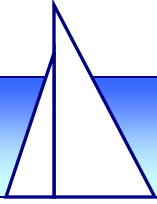


John

Joleen

Meg

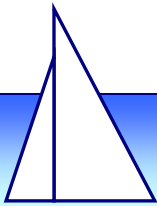
David



Commodore's Comments

In this last newsletter of the 2003 season I just want to thank all of the Officers and Directors that served on the Board. We had a tough year with many challenges and I am proud of how we pulled it off. I hope to see all of you at the upcoming general membership meeting and sailing over the winter.

Sincerely
John Norton



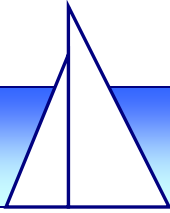
Social Committee Report

Thanks to all the fleets and the Board for providing great drinks and eats at our Kerr Events this summer. Having both breakfasts and socials both days added nicely this year and was appreciated by all us hungry sailors who attended.

Because of the central location, and improvement in food quality, our monthly socials have returned to "Out at the Park" off Airport Blvd. The next one will be December 19th. Come on out !

Back by popular demand, we're gonna continue our Soup and Chili Socials after our winter racing at Jordan Vista Point. Get your best chili and soup recipes ready for some hot competition off the water and into your belly !

Alan Backus
Social Chair



SAIL-E-BRATION



Carolina Sailing Club

SAIL-E-BRATION

ANNUAL MEETING AND AWARDS BANQUET

Friday, November 14th 7 pm –11 pm

**Casa Carbone Ristorante Italiano
6019-A Glenwood Avenue, Raleigh**



Awards



Friends



Food

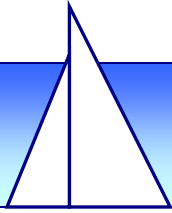
Adults - \$20 Children - \$10

Price includes full Italian meal with beverage. Beer and wine sponsored by the club.

Please reply and provide the following information by **November 1st** to Alan Backus.
Email: qualguy@mindspring.com or Mail: 8004 Llewellyn Ct., Raleigh, NC 27613

Name _____

No. of adults _____ No. of children _____



October Kerr Series



A picture
is worth a
thousand
words....





...so consider this a six thousand word article on the Kerr Lake Series.

If I Knew the Rule...

“If I knew the rule, I could have won the race” - anonymous
Windward Skipper

(This story may be true, but shall be designated as fiction to conceal the uninformed. Photo credits by Joleen Rasmussen)

November 2, 2003 was a wonderful day at Kerr Lake, the last day of the Championship Series and the make-up race for the April weekend. The weather was clear and warm, the breezes light and steady from the north. All boats made their way around the race course with deliberation in truly slow motion. The wind co-operated and throughout the weekend the race committee did not once measure winds of “0”. The

average wind speed was 2.0 knots, gusting up to 4.2 knots.

It was under these conditions that two Tanzers, each helmed by seasoned skippers, approached the finish line on starboard tack at the windward end, overlapped, less than a boat length apart, with the leeward boat on the starboard layline and about 12” behind the other’s bow line as the pair approached the committee boat moored at the windward end of the finish line. Obviously, the windward boat was over standing slightly, and needed room to bear off below the committee boat to finish.

OK. Now pretend you are the windward boat’s skipper. Victory is within your grasp if you act with

conviction and without hesitation. What would YOU do in this situation? If you cannot answer correctly in significantly less time than it takes to read this sentence, then perhaps you too, like both Tanzer skippers involved in this incident plus a few members of the race committee (including this writer) need to become a little more familiar with USSA Rule 18. Clearly, there is need for improvement in our membership with respect to this rule.

Without keeping you in suspense for too long, the Windward skipper merely needed to bear off, avoid hitting the committee boat and cross the finish line. There is no question (from my viewpoint standing on the committee boat) that, had W done this, W would have crossed the finish line first. If L did not yield or provide adequate room, the ensuing contact would have weighed strongly against L in a Protest Hearing, had there been one.

However, W was unsure during the critical half-second time allowed him to contemplate the situation before action was required. W hailed L and asked for "Room!", L responded and said (in error) "No room allowed!" To

avoid hitting the committee boat, W bore off and made contact with L. L hailed "Protest" to an apparently then confused W, who then sailed clear to leeward and started making penalty turns. L sailed up to win the race. To make matters worse for W, while W was needlessly making his

penalty turns, an interloping boat crossed in 2nd place. When W completed his unnecessary turns and finally finished, a 1st place had been reduced to a 3rd place finish.

I'm not suggesting that every racing sailor needs to become a "sea lawyer". However, as a sailor's strategic and boat handling skills improve, his or her

knowledge of the rules should also improve to avoid making costly tactical errors. Had W's knowledge been strong enough to impart confidence, he could have won the race.

For those who don't own rule books (there may be a few), here is USSA Rule 18 (paraphrased) and applied to this particular situation. For clarity, parts of the rule not relevant to this "fictitious" case are not included below (next page).



Section C – At Marks and Obstructions.

(This rule trumps any other rule from Section A or B)

18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

*In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the maneuver.*

18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it.

18.2 Giving Room; Keeping Clear

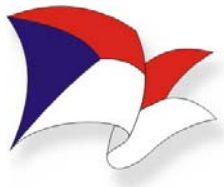
(a) OVERLAPPED – BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

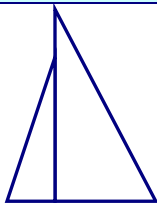
Closing comments:

- Hailing was not required by either boat.
- Rule 18 does not apply at the start. Otherwise, it might be called the “It’s OK to barge” rule.
- Rule 18 is a complicated rule, with about eleven different parts. However, if you just eliminate the sections that do not apply (as above), the underlying basic rule is pretty simple.
- Sailboat racing is much more challenging and stimulating when all competitors apply a good working knowledge of the rules to their racing. Of course, this requires all sailors to learn the rules well.
- If you are ever in a Tanzer race at Kerr Lake with W and this situation should happen to repeat, don’t count W to give way again. Hard lessons are the best learned.

Fair winds,
PT



Borderline Regatta



Lightning Fleet News

Tom Allen Jr. Wins Borderline

Tom Allen, Jr. of Allen Boat Works scored lowest points of 26 Lightning teams to win the Borderline Regatta, held on Kerr Lake October 25th and 26th. Fleet 481 of the Carolina Sailing Club holds the regatta, which has been **sponsored by the Layline** for the past ten years. The top 10 finishes were dominated by past ILCA Champions from Lightning Districts other than the local Southeastern District, with Jim Carson finishing 2nd, Jamie Brickell, 3rd, Tom Allen, Sr., 5th and Dick Hallagan, 9th. Pierce Barden, who won this year's CSC governor's Cup, took 4th, with other top district sailors Bob Harkrider and Pete Marriott finishing 6th and 7th, respectively. John Pelosi edged Alan Krauss, both CSC sailors, by two points to take 10th.

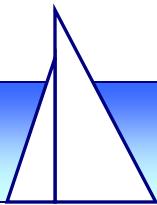
The regatta also features a scoring system that favors older boats and Past-Commodore Michael Rees won first place in that competition. Alan Krauss and his team also won awards in that scoring system.

Our Commodore John Norton headed up the race committee of expert course setters and race runners and he and his committee gave us great courses throughout the regatta. The races both days featured lake sailing winds at their best, requiring careful attention to playing the shifts and picking the favored sides. Sunday's first race markedly favored those who chose the left side to the point that any boat going to the right was out of the race by the time they reached the first weather mark.

Saturday after the races featured a social and dinner with all the trimmings, including Chicken Cilantro courtesy of Chef Henri Bridgers. Besides heading up dinner, Henry and Avis also planned and set up the social while Avis also did all the scoring. Despite only four local boats from the Lightning Fleet, all team members pitched in to get all the work done. Crew members who were not even fleet members helped out a great deal. Both Katie and Jennifer from Layline pitched in, helping where ever help was needed. Katie carried out a vital function with respect to marinating the chicken on Friday night. Pat Terry, recently back from Indonesia

chopped the cilantro, Henry put the chicken in the bags, Pelosi was the chemist who mixed the marinade, while Katie massaged and burped the bags. Gene Prather made a major contribution by heading up the lunch-making detail and for the first time in three years lunches were applauded.

Fleet 481 truly appreciates all of the help provided by CSC members in putting on this regatta. The cooperation, support and time given to us are essential contributions to the success of the regatta.



Thistle Fleet 155 Report

Bloody Mary Regatta

Four boats from Fleet 155 drifted in the hot, light conditions at Lake Hartwell in Anderson, SC during Bloody Mary Regatta over the first weekend in November. The highest finisher of the Fleet was Steve Peterson (3846, with Craig) ending up 12th overall. The 7th in the last race was enough to propel them above everyone else in the Raleigh fleet.

John Norton (3725, with Lauren and Amy) finished 16th, Flint O'Brien (1639, with Jeremy and John McLaughlin) finished 18th, and Kevin Sheehan (3674, with Charlie) finished in 20th position.

While Steve P. was beating the fleet in Anderson SC, Steve C. was tearing it up on Kerr Lake in his new Thistle imported from upstate NY. Meg Wittman sailed with Steve on the shake down cruise and they took Alan and Mike for 4 out of 5 races.

Let's plan for some thistle crew training during the winter series coming up soon. Time to get out the chili recipies!

See you all at the Kah-mo-door's bash at Casa Carbone, and look for details coming soon on a fleet party!

2003 National Champion Crew Helps Out Fleet 155

Thistle Fleet 155 based out of Raleigh North Carolina had a special guest come out to Kerr Lake for some club racing. The Triangle fleet, named after the Triangle formed by Raleigh, Durham and Chapel Hill, NC recently won the Class growth award. We have a number of new boat owners who are learning as much as they can and a couple of veterans who can always use coaching.

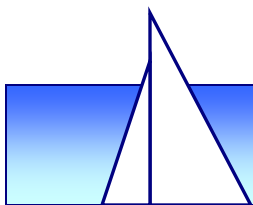
A couple of us learned that Chris Murphy who won the Nationals with Brent Barbehenn and Scott Lennox was attending Duke University enrolled in the MBA program. We asked Chris to come out with us one day and sail with three different skippers since we have three races on a Saturday. Chris was happy to oblige.

As luck would have it, Chris showed up for the most perfect sailing day.

Clear Carolina blue sky, temps in the high 60's, and winds out of the NW around 13. Chris sailed one race each with Alan Backus who is new to the class and dinghy racing, Steve Cardoze an experienced dinghy racer but new to the Thistle and me 20-year veteran of the class. Alan said it was the best day he had with the club in three years. It turns out we were sailing on the same Lake where Brent sailed with the Duke team many years ago. Will another National Champion rise from these waters? We don't know but we're thrilled Chris took the time to sail with us.

Every fleet has someone like Chris in the fleet or within driving distance. Be sure you invite this person to sail with your fleet. It is one of the quickest ways up the learning curve. Even 20-year veterans need reminders.

John Norton
Commodore Carolina Sailing Club
3725



Junior Sailing Report

First of all I would like to thank Tom Coleman, Tom Hudgens and all the parents who helped out in the Optimist fleet. On the weekend of October 18-19 Tom Coleman was kind enough to drive nine hours to coach myself and a few other kids. On Saturday we pretty much got to know everyone. We also made a rope bridge using sailor knots, it was really fun! We checked our sails to see if

the sail ties were on tight enough, not many of them were. Then we ate lunch and rigged our boats. Then we were off! Tom put two buoys out and, we did figure eights and ovals around the two buoys. That afternoon the other kids sailed over to the campsite and, had a camp out, unfortunately I couldn't make it, but I heard it was really fun! The next day, Sunday October 19, the kids who camped out sailed off from the campsite. Tom put three buoys out and made a triangle, we sailed around there for a little while. Then we came in. We talked about how to race, what we should do and what would make us go faster. Then we raced! I thought everyone did very well, and everyone definitely improved! For example everyone finished in about twenty minutes or less. Once again I would like to thank Tom Coleman, Tom Hudgens, for helping out and donating an Opti, and all the parents who made this Optimist fleet possible.

By
Kaitlyn Norton

OPTI sailors finish the year with a campout

October sailing at Kerr Lake in an OPTI was fabulous. There was plenty of wind to scoot around the marks, tacking and jibing. There were plenty of kids (and a few extra) to make for a happy social environment. The coaching was top-notch and the equipment ran flawlessly.

Saturday began with equipment set-up. The OPTI trailer arrived at the lake newly-outfitted with neat white carriers for the rigs installed by Worth Lutz and Michael Reed. Lauren Norton smartly guided unloading of the hulls and rigging boats with help from all the enthusiastic OPTI sailors. Much to my surprise, nationally recognized OPTI coach, manufacturer and former OPTI parent, Tom Coleman arrived at 9 am. (I was expecting the younger Tommy). Tom proceeded to run through the basics of OPTI sailing on dry land and also rigged

up a nifty rope bridge that the kids used for practicing balance skills. Tom Coleman was ably assisted by the CSC's own Tom Hudgens. Tom H. is training to be an OPTI coach, and working with Tom C. was an excellent opportunity. Saturday's water drill's consisted mostly of figure eights, but ended in a race to the other side of the cove. Adults had set up camp at Presbyterian Point and were enjoying the orange sunset as the OPTIs came gliding across the cove. Emine won the race between siblings. However, Alican protested, claiming Emine's wet shirtsleeve was proof positive of prohibited propulsion. Firewood was collected by all and meal preparation begun under Lauren's leadership. The adults got a few moments relaxation while she started the kids off on activities. However, there was a clear division along gender lines on the choice of play. Julia, Morgan and Allison appeared to enjoy the muddy goo of the lakebed, whereas Peter, Lucas and Graham were irresistibly

drawn to partially burning sticks. Evening festivities included a delicious Hobo pocket meal capped by roasted marshmallows. Coach Tom kept the campfire stories rolling, describing OPTI racing as the best introduction to life that a kid could have. The OPTI girls ended their evening by conning Elizabeth out of her big tent so they could giggle together all night. When Elizabeth and Peter stumbled out of their droopy pup tent the next morning it was clear who got the better deal. (Arguably, Erin and Abigail got the best of all possible worlds, retiring to home comfort after enjoying all the outdoor fun.) Sunday began with campfire roasted biscuits and bacon. We were soon greeted by the roar of a motor and the encouragement of Tom and Tom (but not Tommy) to hustle back out there. Sunday's sailing included real racing. During one race, Allison and Morgan appeared to have things well in hand, when Tom called for a 720! These two are going to be fierce competitors! Lunch on Sunday was a delightful mix of lamb, beef and stinky cheese (a Powell favorite) thanks to Murat and Ayse. Michael and Worth concluded the weekend with a delightful father-son sail in the Lightning. Thanks to all the OPTI sailors, OPTI parents, future OPTI (grand)parents and coaches! Great weekend! Great season!

Additional comments from the season:

"Now THAT was fun!"—Lucas, commenting about racing on Sunday in October.

"Who was that older girl that camped with us?" —OPTI parent commenting

on Lauren's leadership during the final campout.

"We enjoyed the season and will keep checking the web-site and look forward to hooking back up with everyone in the spring."—Nolan family

"Amy, you sure sent us to the right place!" —unnamed skiff operator after following the OPTIs to a beach where a sorority was picnicking.

"Well, you just can't do that. It is against park rules." ---State park officer telling OPTI parent, John Powell that the kids couldn't swim out to their boats and their boats could not be brought to them.

"Even if it does not come in land, we will likely get 20+ knots..... I think we should cut this class short." --- Claude Summers talking about OPTI sailing at Lake Crabtree right before Hurricane Isabel

"I cannot tell you and your husband how much I appreciate your children and the Norton Children helping with the trailer."---Tom Rummage expressing thanks for the trailer painting party that resulted in 4 blondes with blue hair and blue freckles.

" I really enjoyed meeting all you 'people into sailing'"---John Henry, commenting on lightwind sailing at Jordan

"Yes! I had fun. I want to do it again, with exactly the same people." ----- Aican, telling his mom how much he had sailing and camping with the OPTIs.



Photo 1 shows Tom Coleman explaining the plan for the day to the kids at Presbyterian Point.

Photos 2 thru 5 are of individual boats under sail (Allison, Peter, Julia, and Morgan, I believe).

Photo 6 is the classic group photo. Clockwise from Tom Coleman: Julia, Kaity, Lucas, Allyison, Morgan, Graham, and Peter.

Photo 7 shows Tom recapping the day's activities on the dock at Henderson Point.

It couldn't have been a better weekend.
Tom

OPTI sailors- you are invited to sail with us this winter in Miami.

A group (3 so far!) of CSC OPTI sailors are planning to race OPTIs in Miami over the winter break. A youth sports festival is held every year in conjunction with the Orange Bowl and youth sailing is one of the featured sports.

This is a great opportunity to learn more about OPTI sailing and to meet kids from around the country and world who share your love for sailing. It will be even more fun this year, because a group of us are going together. To learn more about this opportunity and view or download the NOR, go to the Coral Reef Yacht Club home page: <http://www.coralreefyachtclub.org> or call/email me.

Sail on! - Amy



As you prepare to renew your membership to CSC, please give consideration to the US Sailing Membership line item on the membership renewal form. In addition to supporting US Sailing's mission of encouraging participation and promoting excellence in sailing and sailboat racing in the United States, there are direct benefits to you in that you receive:



A copy of the Racing Rules of Sailing, a \$15 value (new subscriptions or every four years).



A \$20 Certificate to West Marine each year. If you can't use this, the club will happily collect it at the end of the year and spend it for you.



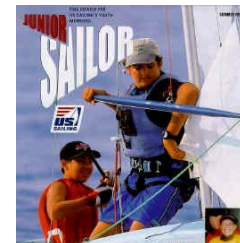
An annual subscription to Sailing World (\$28 value)
A discount at invitationals such as the Governor's Cup, Mayor's Cup, and Oriental Sailing Social, usually \$5 each.

The US Sailing Newsletter



Discounted price on US Sailing merchandise.

US Sailing has a Junior Membership, which is only \$15 a year. Junior members receive a copy of the Racing Rules of Sailing along with an annual subscription to **Junior Sailor**.



CSC is a Golden Anchor Member of US Sailing. The Golden Anchor Program is intended to include more sailors in sailing...and the sport of sailing...throughout the country. Your membership dollars make a significant contribution in enabling US SAILING to make sailing more inclusive, safer, and more visible...and to provide sailors with the information, ideas, and skills they need to fully enjoy the sport.

By joining US Sailing through CSC and its Golden Anchor Program, you save between \$10 and \$15 on the regular membership rate. In addition, for each new member, CSC receive a \$10 credit to spend at the US Sailing Store.

Joleen Rasmussen
CRO, US Sailing



Tanzer Fleet Report

Tanzer Update – November 2003

Recall the situation presented in the Tanzer update last month and the question of who had rights with Mobley, Miller, and Altman trying to round a mark at the same time. So, here's the summary of the situation with input from each party and the decision of Judge Eric.

“Three boats and the jibe mark” with Judge Eric Presiding

The hardest part of most protest situations, is figuring out what actually happened. Applying the rules is typically much easier. People see things from different points of view and can each honestly give contradictory reports. It appears that this situation is not unusual...

Therefore, we're going to have to make a lot of assumptions. Most of a protest hearing is spent "finding fact" and we don't have that ability anymore.

In order to have a theoretical protest, though, we must have a theoretical protestor, and since David Mobley brought the subject up, he'll be the protestor. I'm going to make some assumptions about what he did:

- *David Mobley hailed "Protest" immediately upon contact between boats.*
- *David filed a protest form within the protest time limit that correctly identified the incident.*

If he failed to do either of these things, then the protest is invalid and would be thrown out. Note that the hail must be immediate and must contain the word "protest". Because Tanzer 16s are under 6 meters, they are not required to display a protest flag (see rule 61.1(a)). Note also that the protest form need only identify the incident. Any errors in fact, or in rules alleged to be broken can be corrected at the hearing. For simplicity's sake I've assumed that:

- *David protested both Arch Altman and Lawrence Miller.*

But if he had protested only Arch, the Protest Committee could (and should) protest Lawrence and bring him into the hearing (see rule 61.1(c)).

The boat(s) protested would be entitled to read the protest form and be given time to prepare a defense – including time to gather witnesses.

Protest Committee (PC) Ruling: Based on the assumptions above the PC would (should?) rule that **the protest is valid**.

The PC would then take testimony from protestor, protestees, and their witnesses. The committee members will probably ask questions themselves. This process will ideally continue until they are satisfied that all relevant testimony is given and all necessary facts can be identified.

David's testimony:

In the second race of the Indian Summer Regatta at Lake Waccamaw, three boats were approaching the reaching mark on a modified Olympic course and all were fighting for 3rd place as Butch and Pete were already around. Mobley with his nephew, Chip Jackson—in his first regatta, were coming in high and to windward on starboard. They were clear ahead of Arch Altman, who was to leeward and maybe a boat length behind as Mobley's boat entered the two boat length circle. When Altman entered the two boat length circle, Lawrence Miller was to leeward and just did

have an overlap which he used to call for room. All was set up for everyone to round without difficulty when Mobley jibed early to port, and in the process of jibing the spinnaker, the main accidentally jibed back to starboard. Mobley jibed back to port about halfway around but by this time, the room which Altman had assumed would be at the mark had disappeared. In addition, Mobley had slowed down with the two extra jibes such that Altman had caught up. As Miller pressed in, all of a sudden there was no room for anyone and all three boats collided side to side several times—clap, clap, clap, clap, clap, clap, etc. Then, they all locked together and hung on the mark as Miller was pushed into the mark. After what seemed like an eternity, the boats finally parted—is it appropriate to push the boats apart?

Lawrence's testimony:

Altman did have an overlap when Mobley entered his two boat length circle.... Altman did jibe to port before he entered his two boat length circle, which obligated him to stay clear of Miller. Altman was WINDWARD of Mobley, but had an overlap when Mobley reached his 2 boat lengths. Mobley was slowed not only by his jibes, but also the fact that two boats had his air.

Arch's Testimony:

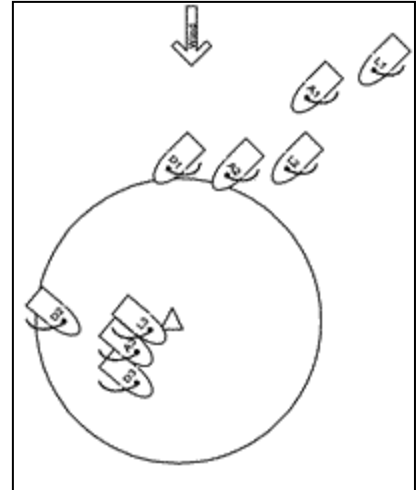
Mobley was ahead and to windward on starboard tack when he entered the two boat length circle. Altman trailed to leeward on starboard by a length. Unknown to Altman, Miller was behind him some distance (probably close) and to leeward. Mobley jibed to port about the same time as Altman entered the circle. It appeared to Altman that when Mobley jibed and turned his boat an overlap was established by Altman's boat. Altman perceived there to be enough room to round as Mobley was slowed jibing problems. So Altman jibes to port to round. Then Altman hears a hail for "room" from Miller. He turns to see Miller's position which was clear behind but very close. At this point the mark we all three had arrived at the mark and bumped and got a bit tangled. We rounded in a clump, disentangled and proceeded. Altman did a 720 thinking he had failed to make room for Miller. He did not observe any action by others.

As you can see, there are some contradictions, and given our inability to go back and take more testimony, we're going to have to consider a couple of scenarios. Here are some possible "findings of fact" that the protest committee might make.

Scenario A:

1. Wind and sea conditions – unknown
2. Three boats approached the reach (gybe) mark on a MO course.
3. All 3 were reaching on starboard tack with David (D) to windward, Lawrence (L) to leeward, and Arch (A) in between.

4. When D reached the two-boat-length-zone (TBLZ), he was ahead of A by a boat length and to windward by an indeterminate distance.
5. D and A maintained their relative positions when A entered the TBLZ.
6. At that point, A was to windward and ahead of L, and was overlapped.
7. L hailed A for room at the mark.
8. D gybed to port within the TBLZ.
9. D gybed to starboard and then back to port tack again.
10. A gybed to port to windward and aside of D.
11. L gybed to port to windward and aside of A.
12. D and A made contact amidships.
13. A and L made contact amidships.
14. L made contact with the mark on the port side.
15. All 3 boats fended off, finished rounding the mark, and sailed on.
16. A did a 720 degree turn.
17. No damage was done to any of the boats, crew, nor mark.



Scenario A analysis:

1. At the time of fact-3, rules 11 (windward/leeward) and 12 (clear ahead/astern) apply, and all boats are keeping clear of each other.
2. At fact-4, D is clear ahead of A and L. Rule 18.2(c) now requires A and L to give room and keep clear of D for the duration of the mark rounding. D is not obligated to give either A or L room but may not sail farther from the mark than necessary to maintain his proper course before gybing (rule 18.4).
3. At facts-5/6, L is overlapped with A and to leeward. Rule 18.2(b) now requires A to give room and keep clear of L for the duration of the rounding. L is not obligated to give A room but may not sail farther from the mark than necessary to maintain his proper course before gybing.
4. Fact-7 – the hail is not required by the rules, but does help establish L's intention to assert his rights.
5. Fact-8 D gybes within the TBLZ, which satisfies his obligation under rule 18.4.
6. Fact-9 I believe is not relevant. Slowing down does not change the application of the rules.
7. As of fact-10, A is obligated to keep clear of D. D is not obligated to give A nor L room. A is obligated to keep clear of L and give L room at the mark. L is not obligated to keep clear of A.
8. At fact-12, A breaks rule 18.2(c) for not keeping clear of D and rule 14 for not avoiding contact. It was reasonably possible for A to avoid contact simply by sailing to leeward of D earlier. The PC may rule that D broke rule 14 if they feel that he could have reasonably avoided contact (by bearing away).

9. At fact-13, A breaks rule 18.2(b) for not keeping clear of L and rule 14 for not avoiding contact. The PC may rule that L broke rule 14 if they feel that he could have reasonably avoided contact (by heading up).
10. At fact-14, L breaks rule 31.1 by touching the mark.
11. Fact-15. No rules are broken by fending off a boat after contact. This does not constitute receiving outside help under rule 41.

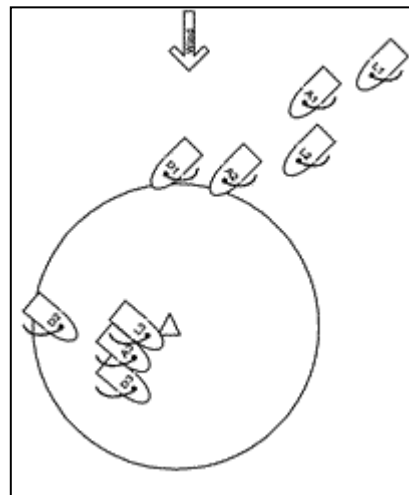
Rulings:

1. A broke rules 18.2(b)(c) and 14 for failing to keep clear of and making contact with both D and L but is exonerated under rule 44.1 (720 degree turn penalty).
2. D may or may not have broken rule 14, but even if so, cannot be penalized because D had right-of-way and there was no damage.
3. L may or may not have broken rule 14, but even if so, cannot be penalized because L had right-of-way and there was no damage. L broke rule 31.1 but is exonerated under rule 64.1(b). L was compelled to hit the mark as a consequence of A breaking rule 18.2(b).

Scenario B:

The same as Scenario A except:

6. At that point, A was to windward and ahead of L, and it is not clear whether or not overlap between these two boats was established.



Scenario B analysis:

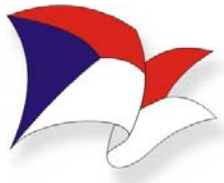
1. At the time of fact-3, rules 11 (windward/leeward) and 12 (clear ahead/astern) apply, and all boats are keeping clear of each other.
2. At fact-4, D is clear ahead of A and L. Rule 18.2(c) now requires A and L to give room and keep clear of D for the duration of the mark rounding. D is not obligated to give either A or L room but may not sail farther from the mark than necessary to maintain his proper course before gybing (rule 18.4).
3. At facts-5/6, L is not overlapped with A. Per rule 18.2(e), "If there is reasonable doubt that a boat obtained or broke overlap in time, it shall be presumed that she did not". Rule 18.2(c) now requires L to give room and keep clear of A for the duration of the rounding. A is not obligated to give L room but may not sail farther from the mark than necessary to maintain his proper course before gybing.
4. Fact-7 – the hail is erroneous and not binding on A.
5. Fact-8 D gybes within the TBLZ, which satisfies his obligation under rule 18.4.
6. Fact-9 I believe is not relevant. Slowing down does not change the application of the rules.

7. As of fact-10, A is obligated to keep clear of D. D is not obligated to give A nor L room. L is obligated to keep clear of A. A is not obligated to keep clear of L.
8. At fact-12, A breaks rule 18.2(c) for not keeping clear of D. It is unlikely that the PC will rule that A broke rule 14 as it does not seem reasonably possible for A to avoid contact. The PC may rule that D broke rule 14 if they feel that he could have reasonably avoided contact (by bearing away).
9. At fact-13, L breaks rule 18.2(c) for not keeping clear of A and rule 14 for not avoiding contact. L could have reasonably avoided contact (by heading up).
10. At fact-14, L breaks rule 31.1 by touching the mark.
11. Fact-15. No rules are broken by fending off a boat after contact. This does not constitute receiving outside help under rule 41.

Rulings:

1. A broke rule 18.2(c) for failing to keep clear of D but is exonerated under rule 64.1(b). A was compelled to hit D as a consequence of L breaking rule 18.2(c)
2. D may or may not have broken rule 14, but even if so, cannot be penalized because D had right-of-way and there was no damage.
3. L broke rules 18.2(c) and rule 14, for failing to keep clear of and making contact with A. L broke rule 31.1 for touching the mark. L is disqualified.

If all that is too in depth for you, then take Commodore Norton's (the only member who responded with the correct answer) analysis of Scenario A. Since Mobley was clear ahead, he had rights; since Miller had an overlap, he had rights; since Altman had to give way to both and hit both, he has to do a 720 or be disqualified. This situation was interesting, and we thank David Mobley and Eric Rasmussen for using it as a learning opportunity about the rules.



CSC EVENTS

November 2003

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 APRIL KERR SERIES
2 APRIL KERR SERIES	3	4	5	6	7	8
9	10	11	12	13	14 ANNUAL CSC AWARDS BANQUET 7:00	15
16 FIRST JORDAN WINTER SERIES	17	18	19	20	21	22
23 SECOND JORDAN WINTER SERIES	24	25	26	27	28	29
30						

