

Clagett Regatta The Daves Master Class

April 19, 2021

Transcript from *Rules Quiz!*

19:49:02 From Spencer Raggio to Everyone : What's the proper process if the RC wants/needs to change something that was stated in the NOR?

DP: The OA can amend the NoR provided adequate notice is given (see rule 89.2(b))

19:51:15 From Laura Cammidge to Everyone : Are the US Sailing Rule Book, NOR, SI documents the same as the World Sailing documents?

19:53:40 From Peter Wood to Dave Perry(Direct Message) : There is no Sail Canada Prescriptions to Rule 89 or 90 so I as you described

19:53:50 From juliettemclennan to Everyone : At The Clagett you will always find both the NoRs and the SIs on the Official Notice Board.

19:54:10 From David D to Everyone : Laura - The Racing Rules of Sailing are the same in every country, but each country can also write its own 'prescriptions' that can make some changes in how certain rules work in that country. The NOR and SI can be different from regatta to regatta.

19:55:57 From David D to Everyone : Laura Part 2 — The prescriptions are typically found in each country's rulebook in bold italic below the rule they are modifying. But there are limits on what prescriptions can change — they can't change rule 10 (Port - Starboard), for example.

19:57:39 From juliettemclennan to Everyone : At The Clagett we always get the PRO and the Head Judge and the OA to sign off on both the NoRs and the SIs. This eliminates most problems.

19:58:44 From David D to Everyone : The Clagett is the ideal situation where the Organizing Authority and the Race Committee work closely together. It's not like that at every event.

20:09:37 From Tim Ripley to Everyone : Do PFDs 'expire'? ie FIA approved helmets for motorsports expire every ten years...

20:10:54 From Millie / Madison to Everyone : Tim yes PFD's do expire

20:11:45 From Millie / Madison to Everyone : same with Water helmets

20:12:03 From Tim Ripley to Everyone : is there a date tag in the pfd?

20:13:36 From Peter Wood to Everyone : Tim, in Canada it depends on the condition. If zippers are broken or buckles are missing or there is a rip in the fabric they are no longer approved regardless of the age of the PFD

20:15:13 From Laura Cammidge to Everyone : Thanks Dave, that's cool! Can you typically get countries rule books free online without being a member?

20:16:47 From Spencer Raggio to Everyone : In Peter's scenario, that coach would be required to assist anyone who was swamped (if we assume a swamped boat qualifies as "in danger"), so it would not be just an advantage that coach's own sailor.

20:17:15 From David D to Everyone : Laura - That's a good question. I think it varies by country. Some like the US will give away their rulebook for free (online) and some probably won't.

20:17:40 From tim brown to Everyone : Dave P, I just downloaded the rules of racing app. You mentioned some additional resources that you wrote are available as well. Are they in the app or do I have to look for them elsewhere on the US sailing website?

20:18:07 From Dave Perry to Everyone : the resource section is in the app - look at the bottom

20:18:38 From richramos to Everyone : Hi Dave. I want to go back to your question about the sailor fell into the water and got assistance from his coach boat. It didn't say that he was in danger and I assume that he was not. So I answered it depends.

20:19:30 From Laura Cammidge to Everyone : Sure. Was just thinking for visiting Sailors as I didn't realise countries could have differences.

20:19:36 From tim brown to Everyone : See them now. Thanks Dave!

20:19:36 From Dave Perry to Everyone : understood = but you should always assume someone in the water is in danger until you are certain they are not

20:19:55 From Tim Ripley to Everyone : Can you override/modify the assistance rule in the SIs?

DP: Yes, the NoR or SI's can modify rule 41, Outside Help (see rule 86.1(a) and rule 85.1).

20:19:56 From Martin Rheame to Everyone : Finish - Could you give example when a boat does not finish because she has to (b) correct an error in sailing the course made at the line ?

20:21:07 From David D to Everyone : Martin - if she crossed the finish line in the wrong direction, she is allowed to correct that and re-cross in the right direction.

20:21:43 From Laura Cammidge to Everyone : Are the additional resources on the app available to non US / Canadian sailors?

DP: The US Sailing Rules app is only available to US Sailing members. Anyone can join US Sailing.

20:22:14 From Dave Perry to Everyone : when an international event is using a countries prescriptions, the rules require the RC to post those prescriptions on the official notice board

20:30:20 From Charles to Dave Perry(Direct Message) : But if they hit the boat right in the transom it is hard to get out of the way-doesn't this put more burden on starboard to avoid?

20:30:52 From Tim Ripley to Everyone : what about avoiding contact on first question?

20:31:12 From Spencer Raggio to Everyone : Since there was contact in that first scenario, didn't the starboard boat break rule 14?

20:32:33 From Tim Ripley to Everyone : particularly in a 2,4mR!!

20:32:38 From Dave Perry to Charles(Direct Message) : the port tack boat has to see the starboard tacker coming and get out of her way. S didn't change course so rule 16.1 doesn't come into play. S is required to avoid contact by rule 14, so in Dave's example S broke rule 14. But S is exonerated (not penalized) for breaking rule 14 if the contact does not cause damage or injury to either boat.

20:32:50 From Laura Cammidge to Everyone : For the first question, would the blue boat get a penalty for not keeping clear?

20:34:21 From Dave Perry to Everyone : In Dave's first situation, the port tack boat (P) has to see the starboard tacker (S) coming and get out of her way. P is required to keep clear of S. S is not required to keep clear of P. S didn't change course so rule 16.1 doesn't come into play. S is required to avoid contact by rule 14, so in Dave's example S broke rule 14. But S is exonerated (not penalized) for breaking rule 14 if the contact does not cause damage or injury to either boat.

20:35:30 From Laura Cammidge to Everyone : Thanks! That makes sense.

20:55:37 From Laura Cammidge to Everyone : Is it only after the start that the green boat can only be luffed to its close hauled course?

20:58:47 From Dave Perry to Everyone : No...if the leeward boat (L) had become overlapped to leeward of the windward boat (W) at some point before the starting signal, rule 17 applied and required L to not go above HER proper course. A boat does not have a proper course before the starting signal, so L can go up to head to wind as she did. But after the starting signal, L can't go above her proper course which would be her close-hauled course. So if this had happened after the starting signal, and if rule 17 applied, L would have broken rule 17.

21:01:20 From Laura Cammidge to Everyone : Thanks!

21:01:31 From Tim Ripley to Everyone : could Wild Oats have done a 720?

21:03:04 From David D to Everyone : Tim - Good question. It would depend on what the Sailing instructions (or NOR!) said. Usually with big boats like this they don't allow Two-Turns penalties — would be crazy to have a 100-foot boat doing 2 circles!

21:07:40 From Tim Ripley to Everyone : Thank you Clagett and Daves!!!

21:07:46 From Peter Eagar to Everyone : Thanks very much!

21:09:20 From Dave Whalen to Everyone : Thanks!!