

May 23rd Clagett Regatta: Daves Master Class Chat

- 00:20:59 David D: Dale — Usually a good idea to avoid getting into luffing matches or other tactical maneuvers with other boats. Any time you are messing around with another boat you are losing to the rest of the fleet
- 00:21:22 David D: fleet
- 00:23:49 David D: Spencer - The 1 boat length part of the definition is a hypothetical question to decide whether or not something would be an obstruction why you are racing.
- 00:25:51 David D: The one boat length doesn't apply on the race course. But to decide if something could be an obstruction you have to decide hypothetically, if you were one boat length from it would you have to make a substantial course change to avoid it.
- 00:27:39 Spencer Raggio: Got it, thanks Dave!
- 00:28:22 David D: Pauline - Actually the boat behind is the keep clear boat. Rule 12 says when boats are on the same tack the one clear astern must keep clear. So if I were the guide I would be looking ahead (with one eye looking back to see if anything interesting happens).
- 00:29:33 Pauline Dowell: what if the boats are on opposite tacks?
- 00:29:46 Pauline Dowell: opposite tacks?
- 00:30:23 Stephen ASA: Rooster, Steve Cockerill has a video that illustrates the middle boat getting spat out really well.
- 00:32:12 Laura Cammidge: At what distance do you start ducking to achieve a smooth duck and keep your position?
- 00:32:40 David D: Rich - There are a few appeals and cases that help us understand what the rules mean by promptly and seamanlike. These include World sailing cases 103, 114, 118
- 00:33:21 Jen French: In this scenario, there is a fine line between hunting or not. Could you tell the perspective of each where either may claim hunting in fleet racing?
- 00:34:41 David D: Rich - I'm trying to copy some appeals text here for you but not working yet.
- 00:35:48 David D: Jen - I'm pretty sure Dave will get to a situation where P is ducking S and the question of hunting comes up. If not, I will answer your question.
- 00:36:13 Jen French: Thanks!
- 00:36:41 Stephen ASA: No Red has an option ..
- 00:36:55 CHAAR Hafsa: yes
- 00:36:59 Rick Doerr: yes
- 00:43:10 Tim Ripley: Why is blue required to give room when Red can tack?
- 00:44:42 David D: Tim - Because rule 19 says that if 2 overlapped boats are passing an obstruction, the outside boat (Blue) has to give room to the inside boat (Red).
- 00:45:26 David D: Red doesn't have to duck S, but if she does she is entitled to room.
- 00:46:11 Pauline Dowell: how is S an obstruction?
- 00:46:15 David D: Blue could choose to tack if she wanted, in which case she would have to hail for room to tack under rule 20. I'm guessing Dave may soon cover that.

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- 00:48:02 David D: Pauline - S is an obstruction because of what it says in the definition of Obstruction: a racing boat is an obstruction if other boats are required to keep clear of her.
- 00:48:40 Pauline Dowell: thanks Dave D.!
- 00:49:20 David D: Here we go Tim :)
- 00:56:45 Pauline Dowell: can the red boat duck the blue boat?
- 00:56:58 David D: yes
- 00:57:26 David D: as long as they are able to bear off and go behind Blue
- 00:57:40 Pauline Dowell: then after ducking blue it can duck yellow?
- 00:58:01 David D: yes
- 00:59:25 David D: When Blue hails for room to tack, Red has to either 1) Tack right away, or 2) Hail 'You Tack'. If Red hails 'You tack' she has to give Blue room to tack and stay clear.
- 01:00:25 David D: Red has to make sure she allows Blue room to tack. She could either tack herself, or (if it's physically possible) bear off behind Blue to keep going on port tack
- 01:00:36 Laura Cammidge: Are the rules for luffing and proper course the same as up wind as downwind in terms of defending you position?
- 01:01:15 David D: essentially yes
- 01:02:15 David D: In either case if you have 'luffing rights' you can take a windward boat head to wind. Not that you would ever want to do that, but you could
- 01:02:38 David D: I think Dave will talk about 'luffing rights' soon
- 01:03:42 David D: good question!
- 01:04:42 Tim Ripley: take 'em UPTOWN!
- 01:05:01 David D: Emily - good point. Any time you are messing with one other boat you are losing distance to every other boat in the fleet. Better to think ahead about how to avoid luffing.
- 01:05:23 Tim Ripley: If you want to stay on that side in clear air...
- 01:07:48 David D: Proper Course A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.
- 01:08:23 Tim Ripley: witnesses?
- 01:08:28 Jahn Tihansky: Any damage?
- 01:08:37 David D: all of us saw it :)
- 01:08:52 David D: let's say contact but no damage
- 01:08:57 Tim Ripley: Was there a wind shift?
- 01:09:17 David D: maybe but Blue's proper course is a shown
- 01:09:23 David D: as shown
- 01:09:58 Rick Doerr: sorry Dave p, Yale is wrong
- 01:10:14 Tim Ripley: how do you present and prove above proper court in the room?
- 01:10:40 David D: witnesses, testimony, facts . . .
- 01:11:09 David D: In my experience, the benefit of the doubt usually goes to the boat who claims to be sailing her proper course
- 01:11:50 David D: unless she is radically divergent from a reasonable proper course as she was in this case

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- 01:13:04 Tim Ripley: So leeward boat wins the protest?
- 01:13:21 David D: I think he's getting to the answer
- 01:14:08 David D: ON THE SAME TACK; PROPER COURSE
If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.
- 01:15:14 Jahn Tihansky: Learned something there...
- 01:17:00 David D: Proper Course A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term.
- 01:19:04 Pauline Dowell: am I not picturing this scenario correctly? how is it different than the luffing up scenario?
- 01:19:39 David D: the difference is that in this case the leeward boat came from behind
- 01:20:11 CHAAR Hafsa: What's the difference between the 2 examples :the proper course and the example when blue boat was luffing up the red boat?
- 01:20:21 Tim Ripley: so if you're rounding a windward mark overlapped...reward has luffing rights but if reward boat is clear astern when leaving the mark and establishes an overlap within two boat lengths...
- 01:20:37 David D: Chair - Dave just explained that, did that make sense?
- 01:20:46 David D: Chaar
- 01:20:46 Tim Ripley: yes
- 01:21:06 David D: Haafsa :)
- 01:21:15 Pauline Dowell: yes, makes sense!
- 01:23:25 dmkh: thank you very much
- 01:23:38 Jen French: thanks Dave!
- 01:23:48 dmkh: I have received them, but I asked due to technical issues
- 01:23:48 CHAAR Hafsa: Perfect session, thanks a lot!
- 01:23:49 Ian: Great session Double D's!!
- 01:23:54 Spencer Raggio: Thanks Dave and Dave!
- 01:24:16 Alicia Damley: Thanks D & D for another great session!
- 01:24:27 Jahn Tihansky: Thanks Gents!
- 01:24:31 Peter Eagar: great session thanks!
- 01:24:34 dmkh: thank you ! -dawn
- 01:24:39 Colin Smith: Thanks Daves. I learned a lot.
- 01:24:42 Peter Phillips: Great - Thank you!!!