

Fair Winds

THE CREVE COEUR SAILING ASSOCIATION NEWSLETTER

Available for download at www.sailccsa.com



April 2018

WINTER SOCIAL February 3

Race Day 1 April 22, 2pm

Race Day 2 May 6, 2pm

Race Day 3 June 3, 2pm

Race Day 4 June 10, 2pm

Race Day 5 June 24, 2pm

Race Day 6 July 8, 2pm

Race Day 7 July 22, 2pm

NAVAL BATTLE July 29, 2pm

Race Day 8 August 5, 2pm

RUBBER CHICKEN RACE & PICNIC Aug. 19, 2pm

Race Day 9 September 9, 2pm

Race Day 10 September 23, 2pm

Race Day 11 October 7, 2pm

Race Day 12 October 21, 2pm

FALL BANQUET November 17

BOATYARD CLEANUP DAYS

April 7, 8am

May 5, 8am

June 2, 8am

July 7, 8am

August 4, 8am

September 1, 8am

October 6, 8am

BOARD MEETINGS

January 22

February 26

March 26

April 23

May 21

June 25

July 23

August 27

September 24

October 22

2018 Dockside Dates

Commodore's Corner

HELLO EVERYONE,

Let's go sailing. The start of our 2018 sailing season is coming up soon. Have you sent in your 2018 membership application and boatyard form (if it applies to you)? We need your forms sent in right away so that we can correctly put together a dry race schedule as well as getting any new information you may have. The membership forms are available in our website, sailccsa.com. Both forms are available in the Yahoo email group listed under files. All new boats must be approved for admission to the boatyard in advance by the boatyard manager.

We have a lot going on in April, boatyard day, dock placement day and our first race day. The first boatyard day is April 7th at 8 am. If you have a boat in the yard, you are needed to help move the boats around in order to cut the grass. This is also a good time to check your tire pressure as well as check for any repairs needed on your boat or trailer. If you do not have a boat in the yard, you can still come out and meet with other members. Coffee and donuts will be provided.

Our dock placement day will be Saturday, April 21st at 9am. On this day we need several hands to move the dock and install it properly. Again, coffee and donuts will be provided.

Our first race day is scheduled for April 22 at 2pm. We will use the same scoring system as last year, high point scoring, with 12 races as the qualifier. We will have our first "practice session" this day from 11am-1pm. We will also have a skipper meeting at 1 pm before the first race. So try to arrive early to participate.

By popular demand we will start having "Casual Weekday Evening Sailing". We will have it every Wednesday during our racing season 4/22-10/21, any time from around 4pm – 8pm. It will be dependent on the weather and there will be no formal announcement each week. It will be for you to decide to sail or not. There will be no trailer and no utility boat. It will be just some fun time sailing on the lake. We have done this in the past, and it has always been an enjoyable time to sail.

Thank you and see you at the lake,

Chris Linneman

COMMODORE



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The Racing Rules

Bill Kline

Part 1 of the Racing Rules of Sailing: Fundamental Rules

These rules address assisting others, safety equipment, fair sailing, and sportsmanship. At CCSA, we emphasize these fundamental rules. A competitor asking for right-of-way (or room) is to be given it — even though there may be some question as to the legitimacy of the request. On the other hand, participants must not violate the principals of sportsmanship by demanding right-of-way (or room) when it is not provided for by the Racing Rules. Honest differences of opinion may be expressed and resolved after the day's racing. Here the emphasis will be on learning the application of the Racing Rules, not to affect the outcome of a race.

A competitor who violates the Racing Rules has the option of completing a penalty turn (360° including one tack and one gybe) or withdrawing from the race. (Note that the Racing Rules require **two** turns — CCSA has changed this requirement for our races to **one** turn since we sail relatively short courses.)

Part 2 of the Racing Rules of Sailing: When Boats Meet

These rules expand on the basic requirements of the Inland Navigation Rules. A port tack boat keeps clear of a starboard tack boat. A windward boat keeps clear of a leeward boat, *when overlapped*. When not overlapped, a boat clear astern keeps clear of a boat clear ahead.

Any action a boat takes when near another boat must be done so as to give the other boat the opportunity to avoid contact.

Most violations of the Racing Rules occur when rounding marks. **Racing Rule 18** provides for "room" for an inside boat to round or pass a mark or obstruction including room to tack or gybe, if necessary. *If you hit a mark, get clear and make a penalty turn.*

The basic rule is that when boats are overlapped, the outside boat must give an inside boat room to round or pass a mark or obstruction. There are exceptions!

Note that Racing Rule 18 does not apply to the starting marks; nor does it apply to boats on opposite tacks when approaching a mark when beating to windward, or where sailing a proper course requires one, but not both, to tack.



In order to understand the exceptions, one must visualize a two hull length "zone" around the mark. (Note that the Racing Rules define a *three* hull length "zone" — CCSA has changed this requirement for our races to *two* hull lengths since we sail relatively short courses.)

If there is no overlap between boats when the two-length zone is reached *by the first boat*, a boat clear astern must keep clear. If a boat clear astern becomes overlapped on the **outside** within the two-length zone, it must give room to the **inside** boat. If a boat clear astern becomes overlapped on the inside within the two-length zone, it has not entitled to room. If an overlap is broken within the two boat length zone, the entitlement to room does not change — an outside boat can't break the overlap and then tuck inside to claim room.

Racing Rule 18.3 states that when approaching a mark to be left to port, a port tack boat in the "zone" may not tack inside a starboard tack boat which has been on starboard tack since entering the "zone", then subsequently force the starboard tack boat above close hauled (by calling for room at the mark). *Note that at CCSA we often have courses that require a mark to be left to starboard. In that case Rule 18.3 does not apply.*

Racing Rule 18.4 states that at a gybe mark, an inside overlapped right-of-way boat must sail her proper course which is the course to sail to finish as soon as possible. This does not apply to gate marks, but we don't often sail that type of course at CCSA.

Racing Rule 18.2(d) states that if there is reasonable doubt that a boat obtained or broke an overlap in time, *it shall be presumed that she did not*. This is not inconsistent with the CCSA philosophy. Don't force your way in at a mark — that's not sportsmanlike. On the other hand, if another boat asks for room, be a sport and grant it.