

GARDEN BAY SAILING CLUB - Newsletter

Issue 149

October 2024



Sean got this great shot of Starlight anchored near the Harmony Islands during the Race/Cruise

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Summer Series 2024 Final Results

Starlight	Gross. 50	Net 43
Elua Makani	62	52
Peregrine	57	54
Imagine	60	55
Mytihical	65	57

Yay for team Starlight!

Tom Barker Award 2024

This is awarded to only those boats that complete 10 or more races in total in the Spring and Summer Race Series. The award is based on their average race finishing positions.

We had 62 boats taking part in the Spring Series, compared to only 40 in the Summer Series.

Peregrine	Average place 1.7
Imagine	2.2
Mythical	3.0
Elua Makani	4.0
Starlight	4.3

Congratulations to Peregrine!

Check out some of this great Americas Cup action!

https://www.youtube.com/watch?v=P_rtl8FQvp0&pp=QAFIAQ%3D%3D

Movie Night!

Second Wednesday of the month

October 9th at the Legion, 5:30

>Please advise if you'll be attending<

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Thank You to our GBSC Volunteers that have helped out
with various duties!

Anders, Charlie, Sean & Crew, Alain & Brent and DavidT!

David has taken the time to summarize the latest changes
regarding the rules for racing. These rules take effect in
January and are how we will play the game.

Please read through and in November
at Movie Night we will discuss any issues.

Changes are in RED

Read on.....

- (b) The notice of race may specify an alternative communication for a boat to indicate her need for room to tack or her response, and require boats to use it.

Section D – OTHER RULES

When rule 21 or 22 applies between two boats, Section A rules do not.

21 Starting Errors; Taking Penalties; Backing a sail

- 21.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.
- 21.2 A boat taking a penalty shall *keep clear* of one that is not.
- 21.3 A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not.

22 Capsized, Anchored or Aground; Rescuing

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

23 Interfering with Another Boat

- 23.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.
- 23.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty or sailing another leg or subject to rule 21.1. However, after the start signal this rule does not apply when the boat is sailing her *proper course*.

Part 3 – CONDUCT OF A RACE

29 Recalls

29.1 Individual Recalls

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the line before starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

29.2 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one Sound), and the starts for any succeeding classes shall follow the new start.

31 Touching a Mark

While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

Part 4 – OTHER REQUIREMENTS WHEN RACING

42 Propulsion

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of the sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) rocking: repeated rolling of the boat, induced by,
 - (1) body movement
 - (2) repeated adjustment of the sails or centreboard, or
 - (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) When surfing (rapidly accelerating down the front of a wave) planing or foiling is possible
 - (1) to initiate surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
 - (2) to initiate foiling, each sail may be pulled in any number of times.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3 (i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

44 Penalties At The Time of The Incident

44.1 Taking A Penalty

A boat that may take a Two-Turn Penalty (720°) when she may have broken one or more rules of Part 2 in an incident while *racing* she may take a One-Turn (360°) Penalty when she may have broken rule 31. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or

THE GBSC RACING RULES OF SAILING 2025 – 2028 (CLUB USE)

Part 2 – When Boats Meet

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 23.1.*

Section A – RIGHT OF WAY

*A boat has the right of way when another boat is required to **keep clear** of her. However, some rules in Section B, C & D limit the actions of a right-of-way boat.*

10. On Opposite Tacks

*When boats are on opposite **tacks**, a **port-tack** boat shall **keep clear** of a **starboard-tack** boat.*

11. On the Same Tack, Overlapped

*When boats are on the same **tack** and **overlapped**, a **windward** boat shall **keep clear** of a **leeward** boat.*

12 On the Same Tack, Not Overlapped

*When boats are on the same **tack** and not **overlapped**, a boat **clear astern** shall **keep clear** of a boat **clear ahead**.*

13 While Tacking

*After a boat passes head to wind, she shall **keep clear** of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall **keep clear**.*

Section B – GENERAL LIMITATIONS

14. Avoiding Contact

If reasonably possible, a boat shall

(a) avoid contact with another boat,

(b) not cause contact between boats, and

(c) not cause contact between a boat and an object that should be avoided.

*However, a right-of-way boat, or one sailing within the **room** or **mark-room** to which she is entitled, need not act to avoid contact until it is clear that the other boat is not **keeping clear** or giving **room**, or **mark-room**.*

15. Acquiring Right of Way

*When a boat acquires the right of way, she shall initially give the other boat **room** to **keep clear**, unless she acquires right of way because of the other boat's actions.*

16. Changing Course

*16.1 When a right-of-way boat changes course, she shall give the other boat **room** to **keep clear**.*

16.2 In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

17. On the Same Tack; Proper Course

17 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.

Section C – AT MARKS AND OBSTRUCTIONS

Section C Rules do not apply between boats when the Mark or obstruction referred to in those rules is a starting mark surrounded by navigable water or its anchor line from the time boats are approaching it to start until they have left it astern.

18 Mark-Room

18.1 When Rule 18 Applies

- (a) Rule 18 applies between boat when they are required to leave a mark on the same side and at least one of them is in the *zone*. However, it does not apply
 - (1) between boats on opposite *tacks* on a beat to windward,
 - (2) between boats on the opposite tacks when the proper course at the mark for one but not both of them is to tack,
 - (3) between a boat approaching a *mark* and one leaving it,
 - (4) if the mark is a continuing obstruction, in which case rule 19 applies.
- (b) Rule 18 no longer applies between boats when *mark-room* has been given.

18.2 Giving Mark-Room

- (a) When the first of two boats reaches the *zone*,
 - (1) If the boats are *overlapped* the outside boat at that moment shall give the inside boat *mark-room*; unless rule 18.2(b) applies.
 - (2) If the boats are not *overlapped*, the boat that has not reached the *zone* at that moment shall give the other boat *mark-room*.
- When a boat is required to give *mark-room* by this rule, she shall continue to do so for as long as this rule applies, even if later an *overlap* is broken or a new *overlap* begins.
- (b) Rule 18.2(a) no longer applies if the boat entitled to *mark-room* passes head to wind or leaves the *zone*.
 - (c) When rule 18.2(a) does not apply and the boats are *overlapped*, the outside boat shall give the inside boat *mark-room*.
 - (d) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, rules 18.2(a) and 18.2(c) do not apply between them.
 - (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

18.3 Tacking in the Zone

If a boat passes head to wind from *port* to *starboard tack* in the *zone* of a *mark* to be left to port, rule 18.2 does not apply between her and another boat on *starboard tack* that is *fetching* the *mark*. If the other boat that has been on *starboard tack* since entering the *zone*, the boat that passed head to wind

- (a) shall not cause the other's boat to sail above close-hauled to avoid contact, and
- (b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing in the Zone

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she *shall sail no further from the mark than needed to sail that course*. Rule 18.4 does not apply at a *gate mark*

19 Room To Pass an Obstruction

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an *obstruction* except **when rule 18 applies between them and**
(a) the *obstruction* is the *mark*, or
(b) the *obstruction* is another boat *overlapped* with each of them.

However, at a *continuing obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

(a) A right-of-way boat may choose to pass an *obstruction* on her port or starboard side. If a right-of-way boat changes course when choosing on which side to pass the *obstruction*, she shall give the other boat *room to keep clear*.

(b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.

(c) While boats are passing a *continuing obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them,

(1) she is not entitled to *room* under rule 19.2(b), and

(2) while the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 Room to Tack at an Obstruction

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack* **by hailing ‘Room to tack’**. However, she may not hail unless

(a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing close-hauled or above. In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is fetching it would be required to change course as a result of the hail.

20.2 Responding

(a) After a boat hails, she shall give a hailed boat time to respond.

(b) A hailed boat shall respond even if the hail breaks rule 20.1

(c) A hailed boat shall respond either by tacking as soon as possible, or by immediately replying “You tack” and then giving the hailing boat *room* to tack and avoid her.

(d) When a hailed boat responds, the hailing boat shall tack as soon as possible.

(e) From the time a boat hails until she has tacked and avoided a hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and a boat she hails.

20.4 Additional Requirements for Hails

(a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for *room* to tack or her response.

some other penalty, in which case the specified penalty shall replace the One-Turn (360°) and Two-Turn (720°) Penalty. However,

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat caused serious injury or serious damage or despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

44.2 One-Turn or Two-Turn Penalties

After getting well clear of the other boats as soon after the incident as possible, a boat takes a One-Turn (360°) or Two-Turns (720°) Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall return completely to the course side of the line before *finishes*.

45. Hauling out; Making Fast; Anchoring

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

Definitions

Clear Astern and Clear Ahead: *Overlap*; One boat is *clear astern* of another boat when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* a boat between then *overlaps* both. These terms always apply to boats on the same *tack*. They do not apply to boats on opposite *tacks* only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

Continuing Obstruction: An *obstruction* is a *continuing obstruction* when the boat with the shortest hull referred to in the rule using the term will pass alongside it for at least three of her hull lengths. however, the following are not a *continuing obstruction*: a vessel under way, a boat *racing*, or a race committee vessel that is also a *mark*.

Fetching: A boat is *fetching* a *mark* when she is in a position to pass to windward of it and leaves it on the required side without changing *tack*.

Finish: A boat *finishes* when, after *starting*, any part of her hull crosses the finish line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error in *sailing the course* made at the line, or
- (c) continues to *sail the course*.

After *finishing* she need not cross the finishing line completely, The sailing instructions may change the direction in which boats are required to cross the finishing line to *finish*.

Keep Clear: A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

Leeward and Windward : A boat's *leeward* side is the side that is, or when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack* *overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark: An object the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting line or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

Mark-Room: *Room* for a boat

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
- (b) to round or pass the *mark* on the required side, and
- (c) to leave it astern.

Obstruction: An *obstruction* is

- (a) an object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it;
- (b) an object that is so designated in the *rule*;
- (c) an object that can be safely passed on only one side; and
- (d) an area or line in a rule that boats are prohibited from entering or crossing.

However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or if rule 22 applies, avoid her.

Proper Course: A course a boat would choose in order to complete the leg she believes she is on as soon as possible in the absence of the other boats referred to in the rule using this term. A boat has no *proper course* before her starting signal.

Racing: A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room: The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.

Sail the Course: A boat *sails the course* when

- (a) she starts;
- (b) a string representing her track until she finishes, when drawn taut,
 - (1) passes each *mark* of the course for the race on the required side and in the correct order (including the starting marks),
 - (2) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
 - (3) passes between the *marks* of a gate from the direction of the course from the previous *mark*;
- and then
- (c) she *finishes*.

A *mark* that does not begin, bound or end the leg the boat is sailing does not have a required side.

Start: A boat *starts* when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

Tack, Starboard or Port: A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

Zone: The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

Saturday Race Starts: Close to 12:00 hrs there will be a short horn sounded from the Committee Boat, to indicate Six Minutes, 1 minute later it will be followed by a longer horn to signal 5 minutes, following which a long horn will indicate the start of the race. No motors allowed after the first long horn.