



Anacapa Yacht Club Mainsheet

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Rear Commodores Report:

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Wet Wednesday a Roaring Success:

The first couple of Wet Wednesdays have now gone off with great success. We had good winds (maybe a little too good?) for the first three races. Hopefully the wind gods will take the edge off, and we will have good conditions starting this week. At the moment, the Weatherman is predicting 10 kts for Wednesday (daytime), with winds growing to 10-15 knots later. Sounds like Sailing weather to me!

I'd like to say thanks to everyone who has been helping me on the committee boat both for Wet Wednesdays and for the Anacapa To Port race. Joaline, Neil, Dave, Crosby, Laura, and on the committee boat, (*Darn it, I know there's someone else but...*) who helped me

Anacapa To Port:

This year the winds and waves were stiff - that's sorta like saying the rocky mountains are 'bumpy'. However, there were *some* skippers who *seemed* to want to race anyway, so the race was on.!

12 boats were represented at the Skipper's meeting, 3 decided not to start, 6 Did not finish for a variety of reasons ranging from a display of good judgment of their capabilities to minor breakage.

Three Spinnaker boats **did** round the Island and Finish, and in such good time (4:14 elapsed for the first boat) that the race committee was considering a 'twice around' course modification (but only for a very BRIEF moment!)

For those considering the complete Anacapa Island series, the fact that the non-spinnaker fleet did not complete means that the series for this fleet is completely wide open, and with three races in the overall series, no one 'owns' the series yet. Our next race is the Platform A race on June 19th, and the race committee has put in an order for ***slightly*** better conditions, so we look forward to seeing you there.

For this race: (corrected times shown)

Spinnaker A:

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XS - 1st -Gene/Geno Beville(AYC/PBYC) 3:35:23
Angry Hillbillies - 2nd Moore/Klatt(VYC) 3:36:45
Paradise Found - 3rd Howard Marrie 4:17:14
Misirlou - DNF
Coyote - DNS

Non Spinnaker (In alphabetical order)

Acadia - DNF
Pacific Shredder - DNF
OutPatient - DNF
Amor Del Mar - DNF
Breezy - DNF
R-Escape - DNS
Zuma Jay - DNS

Commodore's Classic

This race was Postponed due to the Weather on Sunday (it was worse than Saturday!) The new date is Sunday, June 6th.

Cruise To Santa Cruise Island:

The conditions should be great for the Memorial Day weekend cruise to Santa Cruise Island. There is an announcement on the Ancapayachtclub.com website in the cruising section, or contact Joe Underwood for details.

Cruise To Santa Barbara:

Larry Listing is sponsoring a cruise to Santa Barbara Over the June 5-6th weekend – Cruise up Saturday, return on Sunday. Since this is not a holiday weekend, reservations are available at Santa Barbara. Give Larry a call if you are interested.

Last Months' RRS Quiz:

(Editorial: The discussion below explains (to the best of my ability) the letter of what RRS says about this situation. **Taking a step back**, both parties should keep in mind that the breakwater is a serious danger - if P1 pushes his rights too hard, he risks his boat. If I were P2 and exercised my rights and cut P1 off in this particular situation, I probably would have trouble facing myself in the mirror afterwards, regardless of what RRS says.)

To recap, here is last months question, with answers:

On one Wet Wednesday a boat (call it "P1") was returning from the W mark, running downwind wing-on-wing, and approaching the end of the detached breakwater. Another boat (call it "P2") was overlapped and slightly ahead, and not allowing P1 room to enter the harbor. Both boats are on Starboard tack, and "P2" was to the left of "P1", making it the leeward boat. If I've described the picture clearly, this would put P1 at risk of running into the breakwater. Note that for our Wet Wednesday races, the breakwater is NOT a mark of the course.

A. What rights, if any, does P1 have to clear the end of the breakwater?

AYC MAINSHEET

Normally, Right of way rule 11 (*Boats overlapped on same tack*) & 12 (*Boats not overlapped on same tack*) and 17 (*On the same tack; proper course*) would be the primary rules controlling this situation. However, since the boats are going to pass an obstruction that is NOT a mark of the course, **Rule 19** takes over. Note that rule 20 (*Room to tack at an Obstruction*) does not apply here – nobody is interested in tacking :-)

Rule 19.2 says three things:

(a) *A right-of-way boat may choose to pass an obstruction on either side.*

For this situation, this choice was made much earlier in the race, and is not a factor.

(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.*

So... **IF** P1 was going to make the breakwater to begin with, P2 can not 'cut her off' – and required to give P1 room to pass the obstruction. **IF** P1 was **not** going to make the breakwater, then she is 'out-of-luck' – her options are either to fall back behind P1, or harden up parallel to the breakwater (Perhaps make for the East entrance?).

(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, she is not entitled to room under rule 19.2(b). While the boats remain overlapped, she shall keep clear and rules 10 and 11 do not apply.*

For our current situation, the boats are not really passing a continuing obstruction – At least not until **after** they round the end of the breakwater. While this part of the rule may come into play later on, for now it does not apply.

B. What actions or hails, if any, is P1 entitled to?

No **specific** hails are mentioned in RRS. The 'room to tack'/'you tack' hails are in rule 20 (Room to Tack at an Obstruction), which does not apply (there is no reason to expect that either boat will tack).

That being said, a hail to remind the other boat that you expect 'room at the obstruction' (if that were true) would certainly be in order.

C. IF the breakwater is made a mark of the course, how would your answers be affected?

In this case rule 18 (MARK-ROOM) would apply.

The only trick here is to realize that since we are rounding the end of the breakwater, it isn't (at this point in time) treated as a continuing obstruction.



Happy Birthday from all of us at AYC

- 6-11 Pat Compton**
- 6-11 Crosby Swartz**
- 6-17 Jerry Roth**
- 6-20 David Randle**
- 6-27 Pete Casamassima**

**If we don't have your birthday, please give
Pete a call or send an e-mail 818-346-3324
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AYC MAINSHEET

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