

DPMYC Sunday IOM Regatta

Wind SE-SW 0-17 MPH

2/19/2017

Hosted by

Deception Pass Model Yacht Club

Pos	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Jerry Brower	42	Lake Stevens, WA	Fraktal	13.0	11.0	1.0	1.0	1.0	1.0	1.0	6.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0
2	Julian Lee	40	Anacortes, WA	V8	35.0	1.0	2.0	3.0	2.0	4.0	6.0	1.0	3.0	5.0	5.0	3.0	6.0	1.0	5.0
3	Larry Stiles	64	Sedro Woolley, WA	BritPop!	41.0	4.0	4.0	2.0	3.0	2.0	2.0	4.0	2.0	7.0	4.0	9.0	3.0	4.0	11.0
4	David Jensen	68	Bellevue, WA	V10	42.0	3.0	7.0	6.0	4.0	3.0	3.0	3.0	4.0	11.0	2.0	2.0	2.0	6.0	4.0
5	Steve Sutton	38	La Conner, WA	V9	55.0	2.0	3.0	5.0	5.0	7.0	5.0	7.0	8.0	4.0	9.0	8.0	4.0	3.0	2.0
6	Craig Rantala	12	Sequim, WA	Kantun SMX	62.0	6.0	5.0	4.0	11.0	6.0	4.0	2.0	6.0	6.0	3.0	6.0	7.0	7.0	11.0
7	Dennis Pittis	57	Clinton, WA	Alternative	78.0	11.0	11.0	11.0	11.0	11.0	8.0	5.0	5.0	3.0	6.0	5.0	5.0	5.0	3.0
8	Jack Pulliam	56	Oak Harbor, WA	Pikanto	100.0	11.0	11.0	11.0	7.0	11.0	7.0	8.0	7.0	8.0	7.0	7.0	8.0	8.0	11.0
9	Ray Fiedler	80	La Conner, WA	V8	106.0	5.0	6.0	7.0	6.0	5.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
10	Mike Doherty	142	Anacortes, WA	Glam Rock	113.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	2.0	8.0	4.0	11.0	11.0	11.0

Folks:

No time to be flowery. Here it is. Challenging wind. Jerry was the only one in a "A" rig, just because he's Jerry. Lots of boat swapping towards the end. Big fun, even if we had to work for it. Enjoy. Larry

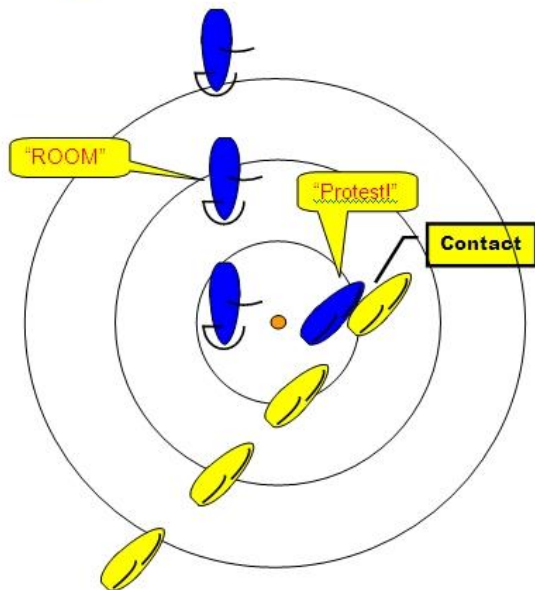
 OK here is a rule quiz for you guys. Typical winter sailing at Bowman Bay where there is a box course and all marks are downwind marks. Looking out over the bay you see these black craters from overhead high velocity wind bombs that appear and dissolve with no discernible pattern. Most typically the bombs come from behind and over your head to splat down in the center of the course sending #3 rig gusts in all directions. Occasionally, and again with no warning, the prevailing southerly will send a 30knt gust over the isthmus to Lighthouse point and lay flat any IOM in its wake. This all creates some interesting and wide variety of course headings as boats enter the zone for a mark to be round to port on a required side. Take this case:

Yellow woody 57 enters the zone close hauled on port with a heading that would take her close to the mark and presumably carry on to the next mark. Grey Fraktal 42 enters the zone shortly after on a close to opposite heading and running wing-on-wing on starboard. The Fraktal over canvassed with rig #1 does a crash gybe to round the Red mark and settles to windward of the woody. Although barely discernible over 50 meters, there is gunnel to gunnel contact while close to the mark and still in the zone. 42 protest 57 and the woody pilot responds, "You did a D'amico on me!" "No! Joe comes in on port", hails the Fraktal.

What rules are involved and although 57 did a penalty turn, should he have? JWB



Next Mark | ^



Hi Jerry,

I cannot make sense of your description - did you mean marks to stbd? (I don't see how 57 on port could round a mark to port without tacking)
However, the key bits are - after the mark, so mark room is not relevant.
42 gybed from stbd to port and became close overlapped to windward of 57. Contact occurred. 42 broke R 11 W/L for failing to keep clear.
Although ROW changed from 42 on stbd to 57 as leeward, R 15 Give room on Change of ROW, does not apply as it was the action of 42 that led to the change. John Ball.

Well it has to be obvious that it was 42 at fault!! That's always the case!!
Was the chrome bumper on this time? -Barry Fox

