

Seattle Yacht Club**March 9, 2019**

25 Attending:

- Loren Steel
- Ron Knight
- Rod Cooper
- Derek Storm
- Peter Conze
- Dan Mathews
- Dan Newland
- Dan Darrow
- Michael Machette
- Allan Van Ness
- Will Lesh
- Philip Hubbell
- Gary Pitka
- Patrick Estenes
- Roger May
- John Ive
- Chris Brain
- Steve Allmares
- Ray Davis
- Patrick Sears
- Frank Blanchard
- Fred Guilfoyle
- Rod Johnson
- Gary Kognin
- George Chue

The meeting followed the published agenda.

Business

Minutes from the 2018 meeting were presented.

Motion to dispense reading minutes – seconded and approved

Motion to approve minutes – seconded and approved

Board Nominations presented by Ron Knight

- Ron Knight – Commodore
- Peter Conze – Vice Commodore
- Dan Mathews – Secretary/Treasurer

Rear Commodores:

- Allan Van Ness (SYC liaison)
- Chris Brain
- Derek Storm

Slate seconded and approved

Insurance Review

- Explanation of how the private liability insurance policy is more comprehensive and appropriate for PNMYS's activities and locations than the policy available through AMYA. Cost is \$300/year.

Gift to PNMYS

- An acquaintance of Ron's gifted \$5,000.-
- Proposal to set aside these funds as rainy-day fund and to pay the annual insurance. Approved.

IRS Status

- After some research, PNMYS Board decided to incorporate as a 501©7
- PNMYS was incorporated Feb 7th.

Fleet Review

Rose City Model Yacht Club – Portland

Gary Pietka provided an update.

At two locations, sailors meet and race alternative classes: T/37 and DF65s.

Alternate fun races every other weekend. Fleet is more relaxed than the Seattle fleet.

Another club, OMYC race IOM and Victoria class boats.

Quimper fleet

Dan Darrow provided an update.

Fleet has been active since 2012. There are 55 boats in the fleet. There are no dues.

10 regular sailors are regulars and another 10 occasional.

Dan Newland held a T/37 build workshop and 11 people participated.

In addition to sailing most weekend, there is also casual sailing every Wednesday at Port Ludlow.

Seattle

Ron suggested that perhaps that Seattle should host more noncompetitive events like the Port Ludlow Wednesdays.

Discussion of alternative venues including Cottage Lake, Lake Goodwin and Lake Padden.

A new T/37 fleet has started at a retirement community in Jasper Georgia. Big Canoe Lake. They have 20 boats.

Upcoming events

- Regionals – April 13th
- San Juan Regatta – May 18th
- Lake Whatcom – July 13th

Discussion of aftermarket for T/37s: \$250-300 for a decent used boat. \$750 for a fully built competitive boat.

Racing Rules

Philip Hubbell presented a review of racing rules with a focus on “Keeping Clear” and “Mark Room”
See two attachments to the Meeting Minutes.

Philip also presented a summary of where PNMYS rules are at variance with other rules set jurisdictions that we race under (T/37 class, AMYA, US Sailing, etc.).

Note “Other changes” at the end of the attached summary.

Presentation of Awards for AVN Series

1. Peter Conze
2. Ron Knight
3. Dan Mathews

Recap of 2018 Nationals

Peter Conze, regatta winner, provided his summary.

He provided a printed summary (attached) as well as his tuning of rudders and sail tuning. Peter and some others brought rudders and there was discussion of various characteristics of a rudder. Members with experience in aeronautics and hydraulic flow provided some excellent insights.

Peter than showed the group his two boats, the differences between them and his thoughts.

Pearls

- Tensioned sheeting systems. Will and Peter demonstrated their tensioned sheeting system that the T/37 fleet first saw on a Rob Mulder boat.
- Ron discussed the growing number of resources available on-line
- Will and Ron presented the jigs that they had built to aid builders and to provide objective testing of righting moment.
- Peter also explained his idea that the sails do not need all the controls that larger boats use, such as a cunningham.
- Will discussed his new web site: sailingisme.com
- Gary talked about fun-based events like balloon popping, and poker runs.
- Dan Newland his jigs for painting, keel straightening and hulls. See: <https://www.youtube.com/user/TippeCanoeT50/videos>

QA

Presentation

Following a new tradition after Dan Newland presented an overview of his real life work with carbon fiber designs, this year Peter Conze presented an evolution of his career as an artist, including a summary of his work with Google Kirkland's corporate office.

AGENDA—2019 PNMYS ANNUAL MEETING at SYC

Business

Minutes of 2018 meeting – Ron/Dan

Treasurer's Report - Ron/Dan

Nomination of 2019 Officers (and their duties) - Ron

Election of Officers - Ron

Reports of other T37 fleets – Portland; Quimper Peninsula/West side;

Big Canoe Model Sailing Club, Jasper, Georgia

2019 Racing/event Schedule

Racing Rules - Philip

Understanding course conflicts and conduct of local races

Discussion to enhance membership

Loaners, building assistance (personal, Dan N's, CWB) - Ron

New/other racing venues, schedules, etc. - Ron/All/white board

Awarding of 2018 Allan Van Ness trophies – Ron

Other?

Lunch (timing will depend on meeting's progress)

Presentation

Strategies and technics for winning the Nationals - Peter Conze

Pearls

New on-line "Supplemental Building

Blog" by Greg Kisinger & Ron

Tensioned sheeting system - Will/Ron

Building and testing jigs - Will/Ron

Boom vang and "faux planking" -Ron

Rigging/trimming technics–Peter Conze

Other?

Question/answer session - Ron/Anyone/white board

Presentation of Metal Sculptural Art -Peter Conze

Adjournment - Ron

Olympic Peninsula T37 Sailing – 2018 in Review

Fleet Summary – approximately 55 boats

Regulars	10
Occasional	10
Former (not sailed past 2 years)	12
Built, but not seen	10
Partially built kits	7
New kits	6

Promotion

Article in Port Ludlow *"Voice"*, Booth at "welcome to Port Ludlow" event,
Wednesday sailing

Regular e-mails to entire list of boats plus interested people

No fees/dues – one time optional "charter member" - \$20

Building sessions at Dan Newland's shop

Algae Attack – divers helped remove – gone by mid-summer

Racing – Usually 12 races – start at 1:00 and finish shortly after 3:00

"Scoring" Series – 16 Race days divided into 2 series of 8 race days each

Saturday or Sunday: average 7 sailors, low – 4, high -10

Variety of courses each day – Usually 2 laps when the wind cooperates

Sailed as one fleet - previously had "A" and "B" fleets

Series prize is a bottle of beer, appropriately labeled.

Beverages at marina store following the day's sailing

"Casual" Wednesday practice – all year – weather cooperating - 1:00 to 3:00

At least 26 "casual days"

2 to 7 sailors an any day – usually 3 to 5

Share rigging and tuning tips, trading boats. Give controls to spectators

Multiple races – no scores kept

Port Madison - No activity. Bill Mathews & Tom Condon occasionally join us.

2019 Plans

Promotion – continue regular communication

Emphasis on fun, camaraderie, social aspects (scores less important)

Build session(s) – at Dan Newland's shop – 1st session had 8 builders/potentials

Algae - Waiting to see what happens

"Casual" Wednesday - Continue all year long

"Scoring" Series

Divide into 3 seasonal series (Spring, Summer, Fall) – 6 race days each

Split between Saturday & Sunday

Late March thru mid November

2019 PNMYS ANNUAL MEETING
PETER CONZE'S CHAMPION DISCUSSION

RIGGING AND TACTICAL TIPS FOR BETTER RESULTS

ON THE BOAT

no cunningham

Halyard/Cunningham	Effect on sail shape, twist, and leech control.
Forestay Tensioner	Keep mast rake fixed, backstay length 51 inches on my boats.
Vang	Hold boom down in moderate plus breeze and up in light air.
Sail Draft	1.25" to 1.75" range, heavy to light air.
Weight Placement	Fore and aft balance to tune the boat.
Keel	Extra thickness not needed.
Rudder	Can be very thin, trade off in very light and very heavy breezes.

SAILING TACTICS

Location	Pond vs. lake sailing.
Starts	Be aggressive, must be at the right end and on the line at buzzer.
Upwind 1 st Beat	Plan your route, moving to right for advantageous rounding at windward mark. Layline vs. forcing others to duck.
Windward Mark	Careful steering and sheet easing to prevent passing underneath/inside.
Reaching/Downwind	Maintain position, don't get into heading up duels. Kill speed to not have to go wide at mark. Pay attention to gybe angles.
Upwind 2 nd Beat	Who are you racing? Pay attention to position of other boats, protect lead by trying to stay central, no gambling with the laylines.
Final Run	Try to stay in clear air if leading, block breeze of those ahead.

NOR

2019 GENERAL NOTICE OF RACES - PACIFIC NORTHWEST MODEL YACHT CLUB Rev: Mar. 7, 2019

1 RULES

- 1.1 PNMYS-sponsored races will be governed by the **rules** as defined by the Racing Rules of Sailing.
- 1.2 The Organizing Authority is Pacific Northwest MYC.

2 This Notice modifies Racing Rules of Sailing 18.1(a), 31, and Appendices A2, E3.4, E8 and G1:

- 2.1 Boats **may touch marks** of the course while racing. This deletes RRS 31.
- 2.2 One **worst score** will be excluded from a boat's total score for every **three races** scored. In **seasonal series**, one worst day's score will be excluded for every **three race days** scored. This modifies RRS A2.
- 2.3 Class- or PNMYS-posted sail identification schemes (contrasting, bold, narrow, min. 3" high) are permitted. This modifies App. E8 (4" high) and G1."
- 2.4 The Additional Penalty of RRS E4.3(b) requires **additional turns** while significant advantage remains.

3 This Notice of Races modifies T-37 Class Rules:*

- 3.1 To prevent damage to other boats, each boat shall mount a resilient **bow bumper** from the deck down to 5/8" above an extension of the hull bottom plane. Two layers of foam mounting tape meet the resilience requirement.
- 3.2 Jib booms and **jib boom counterweights** shall be round or blunt forward and not extending beyond the bow.
- 3.3 The **base of the mast** shall be stepped in the bottom of the boat and may be manually adjustable fore and aft.
- 3.4 There shall be only **one mast hole** through the deck. It shall be non-adjustable and fitted to the outside diameter of the mast or mast tube.
- 3.5 **Removable ballast** is permitted within or above the hull. Such ballast may be altered between races.

4 CHANGES TO NOTICE OF RACE

- 4.1 Changes to the Notice of Race shall be posted on the expanded PNMYS.org website.
- 4.2 The posted PNMYS racing schedule and venues may be changed from time to time.

5 ELIGIBILITY

- 5.1 Races are open to all T-37 Class-legal sloops and to those modified only as permitted in this Notice of Races.
- 5.2 Some events in the PNMYS schedule may require an entry fee. Some events may require paid PNMYS membership, paid AMYA T37 boat registration, and/or AMYA membership. Memberships in both PNMYS and AMYA are encouraged. Find forms at PNMYS.org and theAMYA.org.

6 REQUIREMENTS AND DISCLAIMER OF LIABILITY

- 6.1 **Competitors in PNMYS events participate entirely at their own risk. See RRS 4, Decision to Race. Responsibility for a competitor's decision to attend or participate in a race or to continue attending or racing is his alone.**
- 6.2 **The race organizers (organizing authority, race committee, protest committee, host clubs, sponsors, any other organization or official) will not be responsible for damage to any boat or property nor for the injury, including death, to any competitor sustained as a result of participation in PNMYS events.**
- 6.3 **By participating in any PNMYS event, each competitor agrees to release the Pacific Northwest Model Yacht Club; its members and officers; Seattle Yacht Club and other participating clubs; the American Model Yachting Association; the race organizers and officials; and the municipality, county, and/or other owner of the sailing venue from any and all liability associated with such competitor's participation to the fullest extent permitted by law.**

For further information, visit PNMYS.org or PNMYS.yahoo.com or contact PNMYS Commodore Ronald Knight ronknight@mac.com

* Note:

Some aspects of shrouds, rudder, vang, booms, lifts, keel web, weight covered in earlier NORs are now covered by Class Rules.



1. RULES:

1.1 PNMYS-sponsored races are governed by the **rules** as defined by the Racing Rules of Sailing.

1.2 Entry is open to all class-legal T-37 sloops and to those modified only as permitted in the Notice of Race.

1.3 These Sailing Instructions **modify RRS** 26, 28, 31, 41, 90.2, A2, E2.3, E3.4, E4.2, E6.5, and Class Rules.

1.4 Boats **may touch marks** of the course while racing. This deletes RRS 31.

2 RACING, LAUNCHING, AND CONTROL AREAS

2.1 The PRO will designate the racing, launching, and control areas orally before the Warning Signal of the first race, and if changed, before the subsequent Warning Signal. This changes RRS 90.2.

3 COURSES, MARKS, AND OBSTRUCTIONS

3.1 The PRO will describe the course to be sailed and the marks of the course before the Warning Signal.

3.2 The race committee may designate areas and features as Obstructions under rule 19.

4 LAUNCH AND RE-LAUNCH, OUTSIDE HELP

4.1 Boats launching or re-launching after the One-Minute Preparatory Signal may only be lowered to the water and then released or pushed by hand grasping only the mast, mainsail, and/or stays; and only above the top of the jib.

4.2 A boat disabled by entanglement, grounding, or temporary loss of radio control may receive outside assistance from any source equally available to all competitors and may then continue in the race. A boat that thus gains a significant advantage shall take a Penalty or Penalties in accordance with RRS E4.3 or retire. This adds to RRS 41, E2.3, and E4.2.

5 THE START AND THE FINISH

- 5.1 The start sequences of races or heats may be:
- a hailed Warning Signal one minute or less before the Preparatory Signal,
 - an audible Preparatory Signal at one minute,
 - audible signals counting down to the start,
 - an audible start signal.

This modifies RRS 26 and E3.4(a).

5.2 The starting line and finishing line will be described verbally by the race committee.

6 SCORING, PENALTIES, PROTESTS, REDRESS

6.1 One worst score will be excluded from a boat's total score for every three races scored. In seasonal series, one worst day's score will be excluded for every three race days scored. This modifies RRS A2.

6.2 In a race conducted in **heats**, a boat that does not start **within two minutes** after her starting signal shall be scored DNS or OCS.

6.3 The race committee may score boats lagging behind the fleet as finished-in-place. This modifies RRS 28.

6.4 The One-Turn Penalty E4.3 requires **additional turns** while significant advantage remains.

6.5 Protests and Requests for Redress shall be submitted in writing to the PRO not more than 10 minutes after the last race of the morning or afternoon session in which the incident occurred. This modifies RRS E6.5.

7 OPERATING REQUIREMENTS AND DISCLAIMER OF LIABILITY

7.1 Competitors in PNMYS events participate entirely at their own risk. See RRS 4, Decision to Race. Responsibility for a competitor's decision to attend or participate or to continue attending or participating is his alone.

7.2 The race organizers (organizing authority, race committee, protest committee, host clubs, sponsors, any other organization or official) will not be responsible for damage to any boat or other property or the injury, including death, to any competitor sustained as a result of participation in PNMYS events.

7.3 By participating in any PNMYS event, each competitor agrees to release the Pacific Northwest Model Yacht Club; its members and officers; Seattle Yacht Club and other participating clubs; the American Model Yachting Association; the race organizers and officials; and the municipality, county, and/or other owner of the sailing venue from any and all liability associated with such competitor's participation to the fullest extent permitted by law.

T37 CLASS RULES (9a) – and PNMYC VARIANCES Rev. Mar. 7, 2019

RACING RULES - VARIANCES AT PNMYC RACES

PNMYC: boats may touch racing marks

PNMYC: late launch or re-launch by masthead method

PNMYC: one minute starting sequence

PNMYC: lagging boats may be scored as finished

PNMYC: disabled boats may recover and resume racing

PNMYC: one discard per three races

PNMYC: start within two minutes after start signal of heats

T37 CLASS RULES AND ONE-DESIGN OBJECTIVES

1. boats, sails, and parts only from Tippecanoe Boats

2. changes only by Tippecanoe Boats

3. objectives:

a. evenly matched boats, so sailor skill decides winner

b. maintain seaworthiness, strength, and durability of boat

c. maintain affordability: no costly modifications or obsolescence

WEIGHT

1. minimum sailing weight, with batteries, is 5.0 pounds

2. weight added to reach 5 pound minimum must be within the hull

3. provisions for additional weight determined by local club or regatta NOR

PNMYC: removable additional weight only within or above the hull. May change between races.

PNMYC: completed boat must pass "righting moment" test described on PNMYC.org website

HULL

1. built according to the instructions

2. using materials in the kit

3. other materials may be added to hull

4. minimum panel thickness 1/8", bow to stern

5. chines - maximum 1/4" radius

6. raked transom allowed, but maintain LOA and weight distribution

PNMYC: bow bumpers required

DECK

1. no reduction in thickness or changes to dimensional shape of deck

2. custom deck must be minimum 1/8" thick bow to stern and weigh no less than kit deck

3. any hatch cover design allowed which does not significantly affect performance

MAST / BOOMS

1. wood or carbon fiber spars
2. masts min. 0.240" diameter
3. masts not tapered
4. mast height from deck to top: max. 45 3/4"
5. mast position at deck must be fixed, not moveable
PNMYC: mast stepped in bottom of hull
PNMYC: mast step may be adjustable fore and aft
6. spreaders are allowed
7. manually adjusted boom vang allowed
8. triangular fixed vang allowed within 2.5" of mast
9. boom cross-section max. 3/8"
10. forestay may be attached to deck, or
11. forestay may be attached to jib boom, with deck attached to forward 1/3 of jib boom
12. masthead wind indicators are allowed
13. jib boom counterweights permitted, but not to extend beyond the bow
PNMYC: *jib boom counterweight must be round or blunt forward*

RIGGING

1. shrouds and backstays of any material
2. forestay must be nylon tubing as in kit
3. shrouds and backstay may be detachable
4. shrouds and backstay may be adjustable by hand
5. mast supported only by two shrouds, a forestay, and a backstay
6. port and starboard shrouds and attachments may be omitted for carbon fiber mast
7. main and jib topping lifts are allowed
8. raised sheet fairleads and barney posts are allowed
9. minor running rigging changes that are easily adopted will generally be allowed

SERVOS

1. higher torque sail servo permitted, still attached to top of standard RC platform
2. must not stick up higher than deck
3. RC platform cannot be mounted lower than kit standard (i.e., no larger or lower servos)
4. double-throw pulley system is allowed
5. sail winch not allowed
6. batteries must be atop the RC platform
7. *receiver may be installed higher than RC deck [2018 ruling]*

OTHER CHANGES

1. no other changes unless approved by T37 AMYA Class members and Tippecanoe Boats
2. even minor, easy post-build changes require prior approval
3. no changes will be approved which affect the basic OBJECTIVES (above) of the Class Rules

Direct questions to Class Secretary Will Lesh concerning minor changes and interpretations. Decisions will be made on the basis of the change not having any substantive effect on the speed or competitive potential of the boat and as being in keeping with the intention of these class rules.

BALLAST / KEEL FIN

1. no size, material, or weight changes to kit-provided ballast casting
2. no fairing to bulb ends
3. bolt holes filled only with epoxy
4. keel fin profile only as provided in kit
5. keel fin min. thickness .220 inch for 1/4 of chord length, top to bottom
6. chord thickness may be increased only with wood and epoxy
7. carbon or fiberglass cloth may be added outside or between halves of keel fin
8. keel fixed, not movable
9. keel installed according to instructions regarding alignment of bulb, final depth of the keel
10. no changes to size of bolt holes nor to bolts and nuts provided in kit
11. fiberglass complete keel available from Tippecanoe Boats is permitted

RUDDER

1. top 4" of rudder: continuous min. thickness 1/8" at some point in fore and aft chord
2. rudder depth 6.0" - 6.5" top edge to bottom edge
3. single blade, symmetrical port and starboard, no appendages
4. profile shaped to suit builder
5. rudder of any material except metal
6. rudder shaft min 3/32", of any material
7. cannot switch rudders between races
8. only one rudder allowed

SAILS

1. Tippecanoe sails only
2. no sail modifications
3. reefing not allowed
4. may sail without mainsail
5. headsail mounted with forestay slid through sewn luff sleeve
6. battens and telltales are allowed
7. sail numbers four digit hull number, bold, contrasting, min. 3" high, starboard over port: 1" separation
8. PNMYC: *non-reinforced adhesive tape may repair damage and/or foot and leach stretch*

A Focus on "Keep Clear"

adapted from the genius of Coach Pat Healy

<p>Keep clear when you do not have Right of Way:</p>				(NEUTRAL)			<p>Limits when you have Right of Way:</p>		
10	11	12	13	14	15	16	17		
Port tack Keep Clear	Windward Keep Clear	Astern Keep Clear	When Tacking Keep Clear	Avoid Contact	Acquiring Right of Way	Altering Course	Proper Course		
				18	19	20	21	22	
				At a Mark 4 Boatlength "Zone"	Obstructions	Hailing for Room	Exoneratation	Penalty Turns & Re-Starting	

Mark room definition

includes **Room*** to:

1. SAIL **TO** the mark,
2. **ROUND** the mark, and
3. Leave mark on the **required side**.

Does **NOT** include room to tack,
(unless inside windward overlap to fetch the mark).

***Room** definition

Space needed for seamanlike maneuvers,
including space to comply with obligations
“When Boats Meet” and to not touch the mark.

Section C

18, 19, 20 (Mark room, Obstruction, and Hailing for Room) do not apply at a starting mark in navigable water.

18 Mark Room

18.1 When mark room applies

Mark room applies:

when one or both boats are in the zone (in radio sailing: within four boat lengths of the mark)
and are rounding the same mark on the same side.

Mark room does NOT apply between boats on **opposite tacks** when:

at the windward mark (on a beat to windward)
or the proper course for **only one** is to tack

Mark room does NOT apply:

between a boat approaching a mark and one leaving it,
nor at a continuing obstruction.

18.2 Giving mark room

(a) When boats are overlapped in the zone, the outside boat shall give the inside boat mark room.

18.2(a) says nothing about entering the zone first, when an overlap starts or ends, or continuing to give mark room!

18.2(b) gives **enduring mark room** to the boat clear ahead or inside overlapped at the moment the first of two boats enters the zone.

(c) She **keeps mark room** even if overlap is later created or broken.

(d) Her **mark room ends** when she: has been given that room, or tacks, or leaves the zone

Criteria in (d) turn off the **enduring** mark room of (b), but not the “momentary” mark room of (a).

[2021 RRS will change the wording of this, so mark room will not suddenly switch from one boat to the other.]

(f) If inside boat acquired overlap from clear astern or by tacking to windward of outside boat,
outside boat need not give mark room if unable to from the time the overlap began.

Case 95— If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(b), rule 18 ceases to apply when either of them turns past head to wind.

When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 114— Question 1 -

By definition: When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Facts for Question 1

A, B and C are overlapped and on the same tack when the first of them reaches the zone of a mark. A is on the outside, C is on the inside and B is between them.

Question 1

Does rule 18.2 require A to give enough space to B to enable B to give mark-room to C?

Answer 1

Yes. The definition Mark-Room uses the defined term "room", and room includes the space a boat needs to comply with her obligations under the rules of Part 2 and rule 31. The space that A is required to give to B includes the space B needs to comply with her obligations under the rules of Part 2.

Therefore, rule 18.2 requires A to give B sufficient space for B to give C mark-room

Case 118— In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of the mark.

18.3 Tacking in the zone

Only at port rounding of windward mark, special case

When one boat has been on starboard tack since entering the zone:

a second boat tacking in the zone from port to starboard tack and fetching the mark:
may not cause first boat to sail above close hauled to avoid contact
and must give mark room if first boat acquires inside overlap.

In this case, all of 18.2 Giving Mark Room, does not apply.

18.4 Gybing

31719

Inside overlapped ROW boat must gybe immediately if gybe is her proper course, except at a gate mark.

Cases and Appeals regarding RRS 18 - *Mark Room*

Appeal 89— A boat that enters the zone clear astern does not necessarily have to give the boat clear ahead mark-room until the boat clear ahead completes her rounding maneuver.

During the maneuver, all of rule 18 may cease to apply, or rule 18.2(b) alone may cease to apply.

If the boat clear ahead tacks she becomes subject to rule 13 when she passes head to wind.

Case 15— In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 21— When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give.

The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

Case 63— At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

Cases 25 & 70— When an inside overlapped windward boat that is entitled to mark-room takes more space than she is entitled to, she must keep clear of the outside leeward boat, and the outside boat may luff provided that she gives the inside boat room to keep clear.

An inside overlapped windward boat that is entitled to mark-room from the outside boat must keep clear of the outside boat and, if she is sailing outside of the mark-room to which she is entitled, she is not exonerated if she fails to keep clear.

Case 75—

When rule 18 applies, the RRS 10, 11, 12, and 13 apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes.