

## May 9<sup>th</sup> Clagett Regatta: Daves Master Class Chat

[As an exercise to get everyone familiar with the chat feature of Zoom Dave asked everyone "What do you wish you were eating right now?"]

00:14:26	Gerard Coleman:	BLT
00:14:26	johnleahey:	Cheeseburger
00:14:27	CHAAR Hafsa:	lobster
00:14:27	Siobhan MacDonald:	ice cream
00:14:30	Alicia Damley:	lobster!
00:14:33	Donoray Bickham:	mango
00:14:33	Colin Smith:	Pizza
00:14:34	Daniel:	cheesecake
00:14:34	judycmclennan:	Ice Cream
00:14:34	ellendfield:	Ice Cream!!
00:14:35	Hal Smith:	chocolate
00:14:36	Pauline Dowell & Grace Olsen:	chocolate
00:14:37	Audrey:	Tacos
00:14:37	Spencer Raggio:	tacos
00:14:40	Peter Eagar:	fried clams
00:14:44	Karen Atkinson:	ice cream
00:14:44	Ethan Bixby:	ice cream!
00:14:47	Ian:	Burrito
00:14:47	Karell Regnier:	Mac n cheese
00:14:49	irenemcneill:	Chocolate
00:14:50	Charles:	burger
00:14:53	rich:	lobstah
00:14:53	bird jones:	ice cream
00:14:54	Carl's iPhone:	ice cream
00:14:54	david WHalen:	snickers
00:14:55	Roger Strube:	Yogurt with seeds

[Dave began his discussion on The Rules and Their Tactical Uses, The Starting Line

00:15:27	CHAAR Hafsa:	Please define weather end
00:15:29	Gerard Coleman:	leeward overlap from astern
00:15:36	Audrey:	I am a chicken. How do I get more aggressive?
00:15:49	judykowalesky:	when to consider a port start-yikes!
00:16:00	Ethan Bixby:	On a port approach, how do you come up with a projected time to get back on stb?
00:16:01	Brian Burgess:	What is the most effective way to defend your lane on a crowded line?

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- 00:16:03 John Seepe: What is the most effective way to practice starts without anyone else to work with?
- 00:16:05 Colin Smith: What is the difference between barging and starting from the boat end of the starting line?
- 00:16:07 Dale's iPad (2): rights and limits of leeward ROW boat to sail above close hauled in order to force opponent over the start line early
- 00:16:08 johnleahey: Timing drills
- 00:16:17 Spencer Raggio: Port tack approaches: how to succeed if you're port, how to defend if you're starboard?
- 00:16:18 Alicia Damley: Is there a preferred order of start flag for best outcome of races and sailor behavior
- 00:16:30 Steven E: Assuming the line is set correctly how important really is favored vs unfavored side?
- 00:16:30 Peter Wood: Rules that apply when starting when a boat approaches you from behind & leeward and the boat hails for you to head up
- 00:16:35 Pauline Dowell and Grace Olsen: during the prestart if you hit a part of the committee boat is there a penalty? It's me Pauline Dowell
- 00:16:44 Hal Smith: DO you like using India even in a large OD fleet? Forces gaggle at the ends which can exacerbate OCS's.
- 00:16:48 Jen French: You talk about 'lurking' and watching how the fleet sets up in the Pre-start. What advice would you give for a fleet that basically parks and plays chicken up until the 1:00 to 1:30 and then it becomes a swarm.
- 00:16:52 charles.kineke: If I establish an overlap from behind before the start I think I can luff up to head to wind prior to the start. After the gun do I have to only sail close hauled and no higher (assuming an upwind start?)
- 00:16:56 Karen Atkinson: How many passes are best to time the line?
- 00:17:26 Jen French: Big thanks to Judy and the Clagett team for offering this!!!
- 00:17:41 Mike Leyland: Scenario 30ft One Design keel boat. What techniques can you use to assess wind shifts and effect on the start line bias decisions right up to the start time.
- 00:20:10 david WHalen: how do i prevent getting hooked at the stern at the start
- 00:21:25 David D: have one of your crew specifically looking astern for that
- 00:21:47 Pauline Dowell and Grace Olsen: dave can we record this? Pauline dowell
- 00:22:03 David D: when you see a boat coming from behind you, bear off to let them know you won't let them go underneath you
- 00:22:17 David D: yes it is being recorded

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- 00:23:00 David D: is anyone having any issues with audio going off occasionally?
- 00:23:22 Spencer Raggio: sounds fine here
- 00:23:28 charles.kineke: sound is good
- 00:23:28 Jen French: He is good
- 00:23:52 David D: great
- 00:26:07 Peter Eagar: on sbd. approaching pin protecting against port tacker. port tacker starts to tack . I must spin to windward to avoid collision. no witnesses. protest for tacking to close. port boat claims that they completed tack. what are the chances of winning my protest?
- 00:37:10 David D: Peter E 50-50? depends if there are any witnesses and who has the most logical reasonable description of the incident
- 00:37:14 Steven E: What if yellow boat just comes up on the wind and does not luff?
- 00:37:59 David D: If a boat does not change her course then rule 16 does not apply
- 00:38:45 David D: so she would not have to give the windward boat room to keep clear
- 00:39:01 David D: Of course L would have to worry about rule 14 - Contact
- 00:43:16 David D: feel free to try asking a question by raising your hand
- 00:46:07 David D: o
- 00:46:10 David D: Questions? I'm sure Dave would love to have anyone ask a question verbally
- 00:54:26 David D: One-Turn and Two-Turns Penalties
- After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns 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 sail completely to the course side of the line before finishing.
- 01:11:58 Jen French: Dave, what is your 'go-to' if you have a crappy start? besides, don't have a bad start
- 01:12:52 David D: Get clear air. Stick to your strategy
- 01:14:02 David D: The lighter the wind, the more important it is to get clear air asap
- 01:14:50 David D: Forget your first beat strategy for a minute, get clear air, and then resume your strategy
- 01:16:56 Ian: Thanks Double D's
- 01:17:12 Alicia Damley: Thanks D & D!
- 01:17:24 Karen Atkinson: thank you!