



The Hornblower

COMMODORE'S COMMENTS

By Commodore Richard May

Congratulations Bo!

Pauline Neilson left me a voice mail message: "Call me. I have good news." What could that be? Who calls with good news? It must be one of those glass-half-full messages. You know, the clubhouse burned down, but the good news is the chimney is still standing. But it was good news. Bo Smith was voted US Sailing's National Sportsman of the Year. Congratulations Bo! What a great honor for you. Thanks to Pauline and all that wrote recommendations.

2005 Budget Approved

In other good news, but less exciting, the Board of Governors recently approved the 2005 budget. As you can imagine, a lot of money goes to taxes and insurance, grounds maintenance, house cleaning, and utilities. One project, which is much needed, will be to repave the asphalt area near the docks. Other projects will be to replace heaters in the bathrooms and buy VHF radios for race committee. The Board will also contribute money toward the purchase of a new GYA Flying Scot and the purchase of two used 420s for the junior's program. The Board takes spending our money seriously and did a good job hammering out the details. Thanks to all and especially Jim Sisson, our treasurer, for putting it all together. Let's go sailing.



Bo Smith, US Sailing's National Sportsman of the Year.

RACING REPORT

By Bob Blythe

And We're Off

The racing season is off to a good start. We had a great turnout for the first Sunday race of the year with 11 boats racing in a nice breeze. The racers included Flying Scots, Thistles, J/22s, a Snipe and a Laser. We've got a full schedule of racing coming up in March beginning with the first distance race on Saturday March 5.

Caldwell Cup

The Caldwell Cup Regatta is held each year to honor club founder Sam Caldwell. This year's Caldwell Cup will be held March 12 with a dinner following the racing. Entries are limited to club members. The skipper's meeting will be at 11:00 with racing beginning at noon. Come join your fellow BSC members as we honor Sam.

Other upcoming events are the Laser Spring regatta March 19 and the Ironman April 2-3. We have a full schedule of racing this Spring, so everyone should be able to find some races that fit their schedules. Come out and take advantage of the great Spring weather in Birmingham.

competitors must be club members and have reached their 18th birthday but not their 19th birthday by the end of the year in order to compete as skipper or crew. The winner will advance to the semi-finals for the area, which will be held in July at one of the GYA clubs yet to be announced. This is a great opportunity for our older juniors to participate in a local regatta and showcase our club, as well.

On the same weekend BSC will also be host to a United States Optimist Dinghy Association (USODA) sponsored clinic with a national team coach as a regional training opportunity for our Opti sailors. Again this will be an opportunity to showcase our club as we will attempt to bring in Opti sailors from the Georgia, Mississippi, Tennessee, Florida, and North Carolina areas.

Learn to Sail Camp

Also mark your calendars for BSC Junior Learn to Sail Camp this summer to begin on Friday afternoon, June 25, and end on Sunday, June 27. This camp is open to club members or youth sponsored by club members and is for ages 7 – 14. We will have coaches for various skill levels from those who have never been on a boat to those who have skippered in regattas. The camp will be taught using the club Optimist boats so no boat is required to participate and learn. It is an overnight camp, with learn to sail activities, entertainment and games, all of which make for a great weekend at the Lake!



J/22s and Scots mix it up on the first Sunday of the 2005 racing season.

JUNIOR EVENTS

By Dianne Hart

DIYRA Quarter Finals

BSC will be hosting the DIYRA Quarter Finals for the Sears, Bemis and Smythe Junior US Sailing Ladder events on May 21/22, 2005. The Sears will be three handed and sailed in Thistles. The Bemis will be sailed double handed in Club 420s with spinnakers. The Smythe is single handed in full rig Lasers. Per US Sailing requirements all



Helen Catherine Reich and her dad, Peter, head down wind during a Sunday race at BSC.

Forms for DIYRA US Sailing Regatta, USODA Clinic and BSC Summer Camp and the full Junior Calendar should be on the BSC webpage soon! Space is limited so please sign up early to help with planning. For more information please contact Kathleen or Jack Rodgers (979-1831) or Dianne or Jerry Hart (823-2945).

CALDWELL CUP MARCH 12

J/22 FLEET #14 NEWS

By Bob Blythe

Way to go, Bo!

J/22 fleet member Bo Smith won the US Sailing 2004 National Sportsmanship award. Bo beat out nominees from all over the US to win the W. Van Alan Clark, Jr. Trophy. Past winners include Buddy Melges, Dave Perry and Olin Stephens. Congratulations Bo!!!



Good Turnout at First Fleet Day

We had three J/22s sailing on the first fleet day of the year. There was good wind for most of the

day. Fred Smith was first among J/22s in the first two races and Bo Smith came in tops in race three. The wind was very shifty during the first race, with big swings just before the start. In race two the wind steadied, and the fleet split after the start. Fred chose the left side and it payed off with a persistent lift at the windward mark. After 40 minutes of racing, only 18 seconds separated the three J/22s at the finish!! Race three was a once around in a dying breeze. All in all a great day of sailing to kick off the season.

Fleet Championship

The J/22 fleet championship series for 2005 will cover the entire year and includes 19 events. The winner's name will be added to the fleet's new perpetual trophy.

J/22 Circuit Events

The J/22 Southeast Circuit includes two stops in Birmingham for the Ironman and Leukemia Cup. The other four events on the circuit are the Grand Ol' One Design (GOOD) – Percy Priest Yacht Club – Nashville, TN – May 7 & 8, the Reggae Regatta – Lake Lanier Sailing Club – Atlanta, GA – June 18 & 19, the Equalizer – Percy Priest Yacht Club – Nashville, TN – October 22 & 23, and the Miss Piggy – Lake Lanier Sailing Club – Atlanta, GA – November 5 & 6.

See you on the starting line.

SCOTSCRIPTS

By Dave Whitehart

Kent Irwin Is New Fleet Captain

Kent will serve as the new Flying Scot fleet 118 captain for 2005 while I will remain as the fleet reporter. Kent and I have traded off this job for a number of years just to have something to do besides racing. However, Kent is wearing two hats as he is also the GYA Coordinator. You may reach Kent at 870-1575 for any ideas or suggestions for

the fleet for this year or if you would like to race in the club Scot at a GYA event.

e-Mail Chain for Fleet Announcements

This year we will try to reach everyone as quickly as possible with an *e-mail announcement* about major regattas and fleet racing Sundays. Please respond to the announcements so that we will have a more accurate idea of how many boats will come to an event. If your e-mail is not listed at the club website, would you please call Kent and give it to him.

Racing Rules Seminar Last January

If you missed Mike Neilson's thorough review of the new racing rules (that went into effect last January 1), you can still learn about them by joining US Sailing and they will send you a new set of rules. There are not many changes, but being unaware of them will definitely make you a 2nd class citizen when they apply. The most important changes are:

- 1) **Rule 16.2.** Port-starboard meet. A starboard tack boat may now hunt (change course to interfere with the port tack boat) as long as the starboard tack boat gives the port tacker sufficient room to keep clear. In other words, you can be tricky, but not mean.
- 2) **Rule 19.1.** A boat that needs to tack to avoid hitting another boat should hail and tack in front of a parallel tacker ONLY if safety requires it. In other words, you have got to justify the maneuver.
- 3) **Rule 22.2** You cannot change your course to interfere with another boat if that is your sole intention. Stay on your proper course and you won't violate this one.
- 4) **Rule 31.2.** You must make one tack and one jibe as a penalty turn for hitting a mark. You can do this without doing a complete circle. Think about it. **Rule 44** (violation of a rule under Part 2) is similar, but requires two tacks and two jibes. You are still required to get well clear of other boats before you

make your turns. If you cause damage you must retire.

- 5) There are some other small changes as well, but don't ignore this one: **Rule 42.** Sculling or moving your tiller is now only allowed when you are above close hauled or caught in irons: that is, to bring you back on a close hauled course.

Be careful out there. Have fun, but watch your neighbor!

Upcoming Events!

Long Distance Regatta 1....Sat. March 5

Caldwell Cup.....Sat., March 12.

Both good, but don't forget to honor Sam and enjoy the dinner too!



LASER REPORT

By Peter Hopkins, Jr.

The Spring Laser Challenge is coming up on March 19, and I expect all of the Lasers sitting around in dry storage to be out on the water, so we can get in some good close racing. Also, remember to check the calendar for all of the Laser fleet days (usually on the third Sunday of the month) and

come out to earn some points towards the BSC Laser fleet trophy.

FORT LAUDERDALE/KEY WEST

A Hornblower Special Report by Jim Proctor

BSC Colors Fly

Jan Jan, a chartered Beneteau 46, participated in the 165 mile Fort Lauderdale to Key West Race January 12-13. The crew, also known as “Team Anchors Aweigh” (the name having to do with an inadvertent anchor drop in the middle of the Miami Ship Channel) included BSC members Mike Graham and Jim Proctor, shown below with the BSC burgee that flew with pride the entire race. *Jan Jan* finished in 23 hours and 49 minutes, 12th out of 30 boats. It also had the distinction of being the only charter boat in the race. As another, better equipped, but ultimately less successful competitor observed: “You brought a VW Microbus to the Indy 500.” Cliches about the “Tortoise and the Hare” aside, and despite losing engine power twenty feet past the finish line and requiring a tow into the marina, *Jan Jan* acquitted herself well.



Jim Proctor and Mike Graham fly the BSC burgee aboard Jan Jan, self-proclaimed winner of the charter class in the Fort Lauderdale to Key West race. Of course, as Jim is quick to point out, Jan Jan was the only charter boat in the race.

SPRING LASER CHALLENGE MARCH 19

CAPEDEVILLE REPORT

By Peter Hopkins, Jr.

Tangled up in Blue

The team of Kent Irwin, Rob Garrison and Peter Hopkins, Jr. drove Ol’ Blue down to New Orleans for the New Orleans Yacht Club Mardi Gras regatta. There were 10 boats on the starting line, and 5 races were run over 2 days. Saturday was overcast and windy. We raced in the standard Lake Pontchartrain chop, but with a good stiff consistent breeze. On the first day, our starts were spotty. We had 2 good starts, with good finishes, even crossing the eventual winner, Bay-Waveland Yacht Club, several times during the races. The one race on Sunday, after a good start, and great first upwind leg, we found ourselves in second place all the way around the course, until a questionable port-starboard incident with another club, which shall remain nameless, finished us in third place for the race. Overall, we finished a point behind Fairhope Yacht Club in a solid 6th place. The team stayed at my parents’ house, with the usual warm hospitality, and breakfast in the morning before the races. It was a good trip and much fun was had by all. Remember: the more, the merrier.

THE NEW RACING RULES

A Hornblower Special Report by Mike Neilson

The rules of our game change every four years. The 2005-2008 changes are fewer in number and less dramatic than in the past quadrennial, but there are two changes that affect what we can (and cannot do) in common situations. (The complete rule book is available at:

<http://www.birminghamsailingclub.org/Racing/RRS2005-2008.pdf>.)

Port-Starboard Crossing

Under the old rules a port-tack boat crossing a starboard tack boat knew that the starboard tack boat could not change her compass course. Thus the port tacker skipper often hailed "hold your course" to remind the starboard skipper of her responsibility. Under the new rules the port tacker should do two things: Save her breath and watch the starboard tacker closely, because she can now change course under certain conditions. Here is the revised rule:

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, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

Rule 16.2 gives the port tack boat the protection of knowing that the starboard tack boat cannot change course if she (the port tack boat) is passing astern of the starboard tack boat. If the port tack boat crosses the bow of a starboard tacker, the starboard tacker can change course, providing she fulfils 16.1 above.

While we're at it, let's look at *room* and *keeping clear*.

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.

In his new book on the rules, Dave Perry summarizes the obligation on the starboard tack skipper who changes course:

"... you (right-of-way boat) have to be sure that your course change doesn't force the give-away boat to put their or your boat's crew, boat or equipment at risk of damage or injury by the need to make a sudden, hurried or extreme maneuver." (*Understanding the Racing Rules of Sailing through 2008*, p. 116)

Sculling

Whoever revises the rules of sailing doesn't sail at BSC on a lovely, cloudless but windless Sunday afternoon. We often have to resort to rapid movement of the tiller to change direction. But no more! That rule has changed.

Sculling is now defined as (R 42.2):

- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;

The one time that we may legally scull is (R42.3):

- (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.

Mea Culpa: when we met in January to discuss these changes I said that you couldn't scull to complete a tack. Apparently you can, according to an interpretation issued by the International Sailing Federation. (<http://www.sailing.org/rrs2005/42interp2005.pdf>).



Thistles sailing on the first day of the 2005 racing season. Look for a Thistle fleet report in the next issue of the Hornblower.

RACING SCHEDULE / COMMITTEE ASSIGNMENTS

Date	Event	Fleet Day	Event Chair	PRO	Race Committee
Mar 12	CALDWELL CUP	All	Rick Scarborough	Richard May	Peter Hopkins, Jr., David Torbert, David Hardwick
Mar 13	No Sunday Racing				
Mar 19	LASER SPRING ONE-DAY	Lasers	Peter Hopkins, Jr.	Richard Scarborough	Christopher Bright, Tom Shannon, Bert Denton
Mar 20	Sunday Racing	Lasers/Cats/Dinghies		Jim Binnings	Terry Waldron, Stephen Arnold, Robert Scott
Mar 27	No Sunday Racing				