



Couta Conversations

The CBA Technical Committee
&
Handicapping
11 November 2017

CBA Technical Committee (CBA-TC)

Committee Membership 2017-18

- CBA Committee - Bill Davis
- Class Measurer – Ben Fels
- Member – Drew Marget
- Secretary (SSCBC) – Ben Fels

We are a start-up

The responsibilities and structure are completely overhauled to fit with the new RRS 2017-20 rule changes.

- Terms of reference established
- Measurement commenced
- Records being compiled
- Sail Cards underway

Responsibilities

- Measurement
- Equipment Control
- Equipment Inspection
- Interpretation, approval and discretion –
 - Responsible Authority under RRS 64.3 for interpreting class rules,
 - approve changes to class rules for events under RRS 87, and
 - exercise discretion on matters referred to in the class rules.
- Penalty guidelines
- Class rule maintenance
- Communication – With members regarding class rule matters.

CBA-TC Operations

Conflicts of Interest

- The CBA-TC members shall manage any possible conflicts of interest but applying the same rules that govern to a protest committee in RRS 63.4 to them.

Activities

- From its own observation and reports from any source, the CBA-TC will establish its priorities and areas of focus and inform the CBA Committee and where appropriate CBA members.

Measurement Procedures

- Develop new measurement procedures
- Suspend self-certification arrangements currently provided to sail makers
- Introduce measurement charges to be levied by sail makers for new sails and boat builders for new boats or substantial modifications.
- Develop a compliance declaration for sail makers

3" Max

Sail No M No _____ M No _____ J No _____

LOA _____ Mast-Transom _____ Stem -Mast _____ Max LP (+610)

- 1st B 305 _____
- 2nd B 330 _____
- 3rd B 279 _____
- 4th B 178 _____

15° to 20°

GL (M-T)

C

Area 2

90°

D D _____

ML (5055)

BB _____

Area 1

90°

A A _____

R1 _____

R2 _____

F _____ FR _____

87° Max _____

2.5" Max

L _____

Luff

90°

LP _____

LP



Checklist Items

- 7.7 LOA Round up or down 6"
- 9.4 Mast Height < LOA
- 11.1 Mast Pos 30-34% Stem / LOA
- 12.4 Main Foot < MT (Rear Mast to Rear Transom) + 610 (2ft)
- 12.5 Main Luff - Per table
- 12.6 Gaff Luff < Mast Trans
- 12.7 Tack Angle 87 Deg max
- 12.8 Max 4 Battens- equal space =< 20% of Foot
- 12.9 Batten Table
- 12.1 2 Reefs >= 15% of Max luff in 12.13
- 12.11 Main Head (3") 76mm 90 Deg to luff on yard
- 12.12 Gaff Angle - 15-20 Deg
- 12.17 Main and Jib Luff rounds 3% of foot
- 12.18 Jibs Max LP No. 1 100%, No. 2 85%, No.3 70%
- 12.20 Max LP = MS(Front Mast- Front Stem) + 12.13 Table (Jiboom allowed)
- 12.21 Max Hw (2 1/2") 64 mm 90 Deg to Luff

Other

- Interpret class rules and approve requests to change class rules for events.
- Develop penalty guidelines for breaches of class rules.
- Review the class rules and identify priorities for maintenance or enhancement and propose changes to the CBA.
- Consider reformatting and restructuring the class rules to adopt the World Sailing common format.

Enforcement policy & Change management

- The CBA-TC will initially adopt a collaborative approach to achieve compliance by boats and support persons where significant change is occurring; however this will not restrict it taking strong action where continued, negligent, willful or deliberate non-compliance is observed.
- Initial activities will be directed at the CBA Nationals and SSCBC before expanding to other locations.

Safety Priorities

- Cat 7 Inspections
- PFDs that work – Servicing
- Cockpit knife

Performance Handicapping System

- NOT a rating system like ORC, AMS, SMS
- Statistical system based on performance data of crew and equipment
- Works best over a period of time with a regular fleet.
- No so good for single races with crew and equipment changes

Myth

Does not really compare

How well a boat should/could be sailed

with

How it was actually sailed

Winning a series

- Complete all races
- Sail consistently
- Sail consistently in a range of conditions

- Manage “free” variables
 - Clean Hull
 - No excess gear
 - Manage crew weight

Standard Penalties

- New Sails
- Change No 1s
- Helmsman change
- Significant crew change
 - Glenn Ashby didn't steer ETNZ, but he made a significant contribution

Performance Variables

- Upwind
- True downwind
- Soldier's leg
- Heavy / Light wind
- Flat or choppy weather
- Dying / Building breeze
- W/L
- Down wind finish
- Triangle course
- Fixed course
- Passage race
- Passing lanes?

What is a fair race

- Single race?
- Within a series?
- Race Management Policies....

The calculations

- Does not drop best and worst performances
- Does not just use last 8 races
- New Handicap = $\frac{2}{3}$ HC + $\frac{1}{3}$ BCH
- Above performance: Infinite HC Increase.
- Below performance, Max $\frac{1}{3}$ of 4% Decrease
- If worse than 8% - No change to handicap



RRS 2017-2020 | Part 2: When Boats Meet

SECTION A: Right of Way (ROW)

4 physical relationships define ROW boat.

10 Opposite Tacks
(Starboard)

11 Same Tack – Overlapped
(Leeward)

12 Same Tack – not Overlapped
(Clear Ahead)

13 Tacking
(not Tacking or Starboard side)

These rules are applied in order.

SECTION B: General Limitations

There are limitations on the rights of the ROW boat.

14 No Contact

15 Your action acquires ROW
(Initially give room)

16 Changing Course
(Give room to keep clear)

17 Same tack overlap from astern
(Not above Proper Course)

ROW is not absolute.

SECTION C: At Marks & Obstructions

Mark-Room and Room at obstructions.

18.1 When Mark-Room applies

18.2 Giving Mark-Room

18.3 Tacking in the zone

18.4 Gybing

19 Room to Pass an Obstruction

20 Room to Tack

ROW never turns off.

ROW rules allow a boat to do a proper course rounding provided they don't break 15 & 16 when taking more than mark room.

SECTION D: Other Rules

Technical / Not commonly used.

21 Exoneration, if (only) taking Room or Mark-Room

22 OCS returning, taking penalty, moving astern

23 Capsized, anchored or aground or rescuing

24 Interfering with another boat

21 Exonerates for breaking ROW rules and 15, 16 & touch mark if taking room or Mark room entitled to.

If using ROW rules for proper course rounding, not necessarily exonerated for breaking 15,16 (or 17).

Section A – Right of way

“A boat has right of way over an other boat when the other boat is required to *keep clear* of her. However, some rules in sections B, C and D limit the actions of a right-of-way boat”



PART 2 - WHEN BOATS MEET

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A - RIGHT OF WAY

A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.

Keep Clear A boat keeps clear of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact.

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall **keep clear** of a *starboard-tack* boat.

Tack, Starboard or Port A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

SECTION B - GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

Room - The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to **keep clear**, unless she acquires right of way because of the other boat's actions.

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 *star-board-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE