



The NODS

The Class Newsletter published by the
National One-Design Racing Association (N.O.D.R.A.)

Volume: 2009 – ISSUE 1 © 2009, National One-Design Racing Association, All Rights Reserved.

N.O.D.R.A. - It's the Boat.... It's the People... It's the Fun !!! ®

2009 - NEW COMMODORE, NEW RULES, NEW SEASON! *Celebrating the 72th Anniversary of NODRA supporting the NOD Sailboat*

Inside this action packed issue:

- 2009 Event Plans
- 2009 Commodore Changes
- New/Changed ISAF Racing Rules
- 2009 **Membership Drive**
- **NOD - Building A Wooden One**

2009 MEMBERSHIP MESSAGE

Greetings to all NODRA enthusiasts, friends, and members around the world dedicated to sailing and racing the NOD sailboat designed by W.F. Crosby in 1936. 2009 will be a special year because we have a New Commodore, New Racing Rules, and Great Events all lined-up. We encourage everyone to attend and participate in at least one event, in balance with your level of interest and ability. We have something for everyone and look forward to seeing you at an event, even if it is only to take a "sip" from our famous "bucket" one evening.

Our practice the last few years has been to use the first yearly issue of **THE NODS** to request membership dues payment and solicit any free-will donations from our friends. Enclosed is a self-addressed envelope for you to mail in your 2009 dues and/or donations to help NODRA grow for another 72 Years! This is also the only time during the year that we mail to our full list of known interested people. Hereafter, in 2009, we only mail to paid members in good standing and donors. So, please send your check in today. Remember, NODRA: Mighty Fine in 2009!

Paul J. Sniadecki, Rear-Commodore

YOUR CAPTAIN NEEDS YOU!

The NODRA By-Laws place large responsibility on all NODRA Fleet Captains to ensure the *continued viability and functioning of NODRA* at the local level. Please assist them in their efforts and keep them updated with your sailing plans, addresses, etc. The 2008 Season Fleet Captains have been assigned as follows:

- SSYC - Eric Roberts, Captain
- ELSC - Jolly Booth, Captain
- HWSC - Herman Vargason, Captain,
- ALYC - Steve McDow, Captain
- IYC – Rich Ogrentz, Captain
- FLEET-at-LARGE - Paul Sniadecki, Captain

OUR NEW COMMODORE!

The NODRA Officers/Board met at Tawas Bay in August 2008 and unanimously elected **Guy Donatelli as the new NODRA Commodore**. Guy is a life-long NOD sailor and often dominates NODRA Sailing Regattas by finishing first in the standings. Everyone in NODRA looks for Commodore Donatelli to translate his racing success into "BEST IN CLASS" success for the NOD Class Sail Boat in the years ahead. With everyone's help, Guy can continue the growth of NODRA and skipper us to first place among active "classic boat" sailing classes.

"THANK-YOU" PAST COMMODORE

When Mark Roberts announced his decision in early 2008 to not seek re-election, I felt really concerned. This was the case because for almost as long as I could remember, **HE WAS the NODRA Commodore**. It was under his leadership that we found a new builder and commissioned a new hull (NOD#827), enhanced many of our standing rules and operating procedures, developed the revolving Regatta Responsibility Matrix, and dropped the 1600 point system (effective 2009). However, it was clear that his responsibilities to his lovely young family, and growing entrepreneurial business enterprise, required all of his expertise. So, please join me in extending a BIG THANK-YOU to Mark for his many dedicated years leading NODRA as Commodore. I suggest you offer your appreciation, on land, the first time you see him.... because if you wait until you see him on the water, you will not have a great chance of catching him and fast NOD#747.



Mark Roberts(Center) and Guy Donatelli & Family

Visit www.nodra.com for the Latest News

2009 NODRA EVENTS & INITIATIVES

<u>Event</u>	<u>Location</u>	<u>Date</u>
SAIL a National FREE & NODRA Open House Days	Various NODRA Sailing Clubs	May-June 2009
Berlin Yacht Club, 53st Invitational Regatta (NODS invited)	Berlin Yacht Club in North Benton, OH	TBC June, 2009
Great Lakes Championship	Eagle Lake Sailing Club, Eagle Lake, Edwardsburg, MI	* <u>June 20-21, 2009</u>
Canadian National Championship	Lake Aylesford, Nova Scotia, Canada	* <u>July 18-19, 2009</u>
World Championship	SSYC, Turkeyfoot Lake, New Franklin, OH	* <u>August 6,7,8, 2009</u>
W.F. Crosby Memorial Regatta (a.k.a. Old Timers)	Illiana Yacht Club, Wolf Lake, Hammond, IN	* <u>Sept 12-13, 2009</u>
Cave Run Grand Annual Regatta (NODS Invited)	Morehead, Kentucky	* <u>October 3-4, 2009</u>

NEW RACING RULES IN 2009

The ISAF and USYRA/US SAILING have issued new NEW RACING RULES effective 2009. Later in this issue, we have included a brief summary of the changes. Be sure you know about the THREE BOAT Length change, Obstruction Situations, and "MARK ROOM."

HERMAN VARGASON UPDATE

As many of you know, our long-time sailing friend Herman Vargason, Acton Lake, Oxford, OH & Villa Hills Kentucky, took seriously ill during his European Trip in 2008. He was hospitalized for months. Herman finally made it back to the USA and is continuing his recovery at his home in Villa Hills, KY. He has one his many NOD sailboats parked in his driveway, and if you GOOGLE MAP him, the picture shows the NOD covered, but ready for launching once he is fully recovered. We have spoken with Herman several times and he says he might retire this year or next. He also said he will try to attend the Great Lakes or the World's this year if his health continues to improve. Let's hope and pray that it does so he can join us. One thing for sure, if he gets a drink from our famous "BUCKET" he will heal immediately as that concoction can heal anything!



Herman Vargason Skippering in Great Health

2009 NODRA DUES ARE DUE !!! NODRA Dues are payable April 1st of each year, and entitle members to full rights and privileges thru March 31 of the next calendar year. **HELP N.O.D.R.A. G-R-O-W** and become a member in "Good Standing" today. Membership Forms are available at the JOIN! page of www.nodra.com.

COMMODORE: Guy Donatelli, Akron OH
VICE COMMODORE: Joan Makielski-Sniadecki, Portage, MI
SECRETARY/TREASURER: ... Jolly Booth, South Bend IN
REAR-COMMODORE: Paul J. Sniadecki, Edwardsburg, MI
PROMOTIONS DIRECTOR: Val McHugh, Washington DC

Editor, THE NODS: Paul J. Sniadecki
Webmaster (www.nodra.com) Paul J. Sniadecki,
(psniadecki@yahoo.com)

Please direct all correspondence to officers and addresses listed on our website, or as clearly noted here on **THE NODS**.

THE NODS is the official newsletter of N.O.D.R.A., and is targeted for publication on a frequency of: Mid-Winter, Spring, and Late Fall. Please send all articles to: NODRA on Eagle Lake, 23949 North Shore Dr, Edwardsburg MI 49112.

IN MEMORIAM – Marilyn Wheeler Pendergast

We have learned that Mrs. Pendergast passed away on 3/25/09. She was a very sweet lady with much grace and charm. She was married to Don and always welcomed NODRA sailors during the many Regatta trips we made to the beautiful waters and surroundings in Leland. Marilyn also established the Pendergast Memorial Trophies that we still award to: the Highest Finishing Woman, Senior (55+) and Junior (18 and below) at each World's event. She will be missed.

WOODEN NOD REBUILD UNDERWAY

Adam Schmidt of Ann Arbor MI is rebuilding wooden NOD#185. Here is the link to the blog: <http://nod185sailboat.blogspot.com/> Expanded coverage will be provided in future editions of **THE NODS**.

The New 2009-2012 Rules Are Here! On January 1, 2009, the new edition of The Racing Rules of Sailing went into effect. Dave Perry, Chairman of the US SAILING Appeals Committee, explains some of the game changes that the new rules will create. For a complete explanation of the racing rules, get Dave's classic book *Understanding the Racing Rules of Sailing* available from US SAILING's on-line store.

Same Tack; Proper Course - New three length zone - Mark-Room
Rule 18 clean-up - Gybing at a leeward mark - Obstructions - Room to Tack
Rule 17.2 (On the Same Tack; Proper Course) has been deleted.

This means that a windward boat or a boat clear ahead no longer has a proper course limitation when sailing near other boats. She can sail below her proper course if she wishes, for instance to make it more difficult for a boat astern to pass or establish an inside overlap nearing a mark. Windward boats must still keep clear of leeward boats under rule 11 (On the Same Tack, Overlapped).

New three length zone; no more "about to round a mark."

The previous rule 18 (which is the rule for rounding or passing marks and obstructions) began to apply when boats were "about to round or pass the mark or obstruction." Though this was a useful, self-adjusting criteria given the varying speeds and levels of boat handling in the wide spectrum of boats and conditions that are raced under, it was also very vague and almost arbitrary. The new rules now create a definitive location where rule 18 begins to apply. It is when the boats reach the Zone, which is now three lengths from the mark (see definition Zone; note that sailing instructions can change the Zone to two or four lengths; and team and match racing are staying with two lengths, and radio-controlled boats are staying with four).

The game change here is that even if the boats are approaching the mark quickly and/or have a lot of sail handling to perform before rounding the mark, outside right-of-way boats do not need to start giving room until they or the inside boat reaches the Zone. However, outside boats are required to give the room the moment either of them reaches the Zone, so they must be ready for that obligation. And for boats clear ahead of others, they are "safe" from being overlapped on the inside when they reach the Zone, which is now three lengths from the mark, not two as in the previous rules.

A new definition called Mark-Room.

Instead of saying "room at the mark," there is a new concept called "mark-room" (see definition Mark-Room). In fact, it is not entirely new; the previous rule 18 contained a definition of room at a mark or obstruction that has now been incorporated into the new definition. "Mark-room" is the space a boat needs to sail "to" the mark in a seamanlike way; and then when she's "at" the mark, the space she needs to sail her proper course around the mark. The primary difference is that the previous rules did not specifically require outside right-of-way boats to give inside boats room to sail "to" the mark, though most outside boats did so anyway. Once a boat gets to the point where she needs to turn around the mark, she can sail her fastest course from that point on (i.e., her proper course), which will normally be to smoothly turn around the mark passing as close as she dare. There is not much game change here.

New rule 18 cleans up some confusion caused in the previous rule 18.

In the previous rule 18, if a boat on port-tack (P) reached the two-length zone clear ahead of a boat on starboard-tack (S), P became the right-of-way boat while they were in the act of rounding the mark. Having the port-tack boat be the right-of-way boat was very confusing. Under the new rules, S remains the right-of-way boat but must give P "mark-room" (see rule 18.2(b)). Also, under the previous rules, if a boat outside of two others entered the zone but then needed to sail back out to give the inside boats room, it was not clear whether rule 18 turned off for that boat (call it X) when it left the zone, such that boats astern that became overlapped on the inside when X reentered the zone were entitled to room. Under the new rule 18, it turns off when a boat leaves the zone for any reason, including giving room to inside boats (see rule 18.2(c)). However, with the new larger zone, it will be possible to remain in the zone longer while still giving room.

Rule 18.4 (gybing at a leeward mark) does not apply at a gate mark.

This may be the biggest "game change" in the new rules. When a leeward "gate" is being used (two leeward marks close to one another that boats pass between and exit in either direction), rule 18.4 does not apply (see rule 18.4). That means that when a boat is approaching a gate mark on the inside with right of way over other boats (and assuming that rule 17 does not apply; i.e., she did not become overlapped from clear astern which would require her to not sail above her proper course), she does not need to gybe to sail her proper course around that mark for as long as she remains the right-of-way boat. She may sail farther from the mark than needed to sail her proper course, even if she has no intention of sailing over to the other gate mark. She might do this because she is having difficulty lowering her spinnaker, or because she wants to push the outside boat outside of the zone or over to the other mark. Outside keep-clear boats will need to keep clear of her under rules 10 (port/starboard) or 11 (windward/leeward). The take-away here is, more than ever, outside boats should not have their bows "locked" outside of boats they are giving room to or keeping clear of at marks.

No more zones around "obstructions."

Because the previous rule 18 applied at marks and obstructions, it created a two-length zone around every obstruction (such as other boats on the starting line or starboard tackers upwind). If boats were not overlapped before they were two lengths from these obstructions, inside boats were technically not entitled to room from outside boats. In reality however, most sailors did not consider the overlap situation at each zone as they reached down the starting line with everything happening very quickly. The new rules remove "zones" from all obstructions by breaking the old rule 18 into two new rules (rule 18 for rounding marks and rule 19 for passing obstructions). Under new rule 19, if boats are overlapped when they get to an obstruction, outside boats must give inside boats room to pass the obstruction, even if they weren't overlapped before arriving at the obstruction. The only test for an inside boat establishing an overlap between an outside boat and an obstruction (other than a continuing obstruction) is whether the outside boat is able to give the inside boat room from the time the overlap is first established (see rule 19.2(b)). This does not represent a big game change.

But there will however be a small change on the starting line in the situation where a boat astern is considering sailing in between two boats that are luffing side by side. Right-of-way boats in a race can still be "obstructions" but in the new rules they are never "continuing" obstructions (see definition Obstruction). This will change the "test" for whether a boat astern can establish an overlap between two other boats. Under the previous rules, on the starting line a boat astern (B) could establish an overlap between a leeward boat (L) – which was the obstruction - and a windward boat (W) only if there was room for her to pass all the way between them in safety (windward boats used to let their booms hang out to leeward to narrow this space). The "test" under the new rules however is whether W can give B room to keep clear of L from the time the overlap begins (see rule 19.2(b)). It will still be tough for B to put her bow into a tight space because B has to initially give W room to keep clear when she becomes overlapped to leeward of W (rule 15), and give her room to keep clear if she then luffs (rule 16). But, if W can respond and create the space B needs, B is entitled to be there. The same will be true on a downwind leg when B approaches two boats ahead (L and W).

Rule 20 (Room to Tack at an Obstruction) has a small but important change.

Rule 20 is previous rule 19; it is the rule that allows a boat to call for room to tack at an obstruction and requires the hailed boat to respond in one of two specific ways. The rule prohibits a boat from hailing when safety does not require her to make a substantial course change to avoid the obstruction, or if the obstruction is a mark that the hailed boat is fetching (see rule 20.3). However, it now states that when a boat is hailed, she *must respond* by tacking or hailing "You tack" (see rule 20.1(b)), even when the hailing boat has hailed when she is not allowed to under rule 20.3 (see above). This is for safety. To be clear, if the hailed boat thinks the hail is not allowed, she must still respond; if she doesn't, she breaks rule 20.1(b) and will be penalized. After responding, she can then protest the hailing boat, who should then be penalized for breaking rule 20.3.



JOIN US! National One-Design Racing Association (N.O.D.R.A.)

Just print out this page, fill in the blanks, and send in your check!

Information Form and 2009 NODRA Dues Statement

Print out and send page one of this form to:

***Jolly Booth NOD#774
1225 East Bronson St.
South Bend, IN 46615***

BOAT #: _____
BOAT NAME _____ FLEET #: _____
Owner's Name: _____
Address: _____ City: _____ State: _____ ZIP: _____
Phone #: _____
e-mail: _____@_____. _____
Crew's Name: _____
Some skippers pay associate membership dues for their crews to keep them informed and part of the NODRA family.
Address: _____ City: _____ State: _____ ZIP: _____
Phone #: _____
e-mail: _____@_____. _____

_____ (#) Full Memberships at \$30 each: \$ _____
_____ (#) Associate Memberships at \$10 each: \$ _____

Total: \$ =====

NODRA Dues are payable April 1st of each year, and entitle members to full rights and privileges thru March 31 of the next calendar year. HELP N.O.D.R.A. G-R-O-W and become a member in "Good Standing" today ! Annually we update our roster of members and individuals interested in the National One-Design sailboat. For active members it is time for dues to be paid to the National One-Design Racing Association. NODRA maintains and promotes the class, protects the design, organizes area world championships, publicizes activities, seeks out and assists builders, and provides communications throughout the world. This activity requires hours of volunteer labor, postage, phone calls, letter writing, etc. For those who are not active on the racing circuit or who maintain an interest in the class, the Associate membership is recommended. Please help us today!!!

Regardless of your continued interest, we request that you return this form.

A pre-addressed envelope to NODRA is enclosed with the newsletter. Please mail it today.

Thank you for your support!