

Racing Rules of Sailing

New TR Call L10 & MR Call L10

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

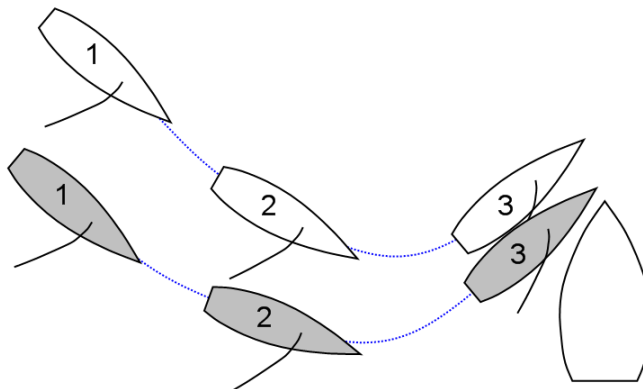
To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7.

Proposal

Add new TR Call L10 and MR Call L10:

TR CALL L10 & MR CALL L10

Rule 16.1 **Giving Room**
Rule 19 **Room to Pass an Obstruction**
Rule 64.1 **Penalties and Exoneration**



Question

Yellow and Blue, overlapped on port tack, are approaching an obstruction which can be passed on either side. Rule 17 does not apply to Blue.

Blue is sailing to pass to leeward of the obstruction, but from position 2 Blue luffs quickly to pass to windward of the obstruction. Yellow responds immediately, but is unable to keep clear of Blue. There is contact between them. Both boats protest. What should the call be?

Answer

Penalise Blue.

When Blue changes course to pass to windward of the obstruction she must give Yellow room to keep clear under rule 16.1. Blue fails to do so and breaks rule 16.1.

As a result of Blue breaking rule 16.1, Yellow is compelled to break rules 11 and 19.2(b). Yellow is therefore exonerated under rule 64.1(a).

When a right of way boat on a course to pass on one side of an obstruction changes course to pass on the other side, she must comply with any applicable rules of Section A or B.

Current Position

See Rapid Response Team Racing and Match Racing Call 2014/004 as in the proposal above.

Reasons

1. When, a right-of-way boat is sailing to pass an obstruction on one side and at the same time is required to give room at the obstruction to a boat that will be overlapped between herself and the obstruction, a last moment change of course by the right-of-way boat to pass to the other side of the obstruction may not give the other boat a chance to respond to the course change even though she may have been keeping clear before the course change happened. In such a situation it has been argued that the leeward right-of-way boat would be exonerated by rule 21(a) for breaking rule 16.1 when changing course and not giving the other boat a chance to respond. This could potentially lead to a dangerous situation.
 2. A submission for a rule change to fix this problem is expected. However, the rule may not be changed until 2017 and a call is needed until the rule can be fixed.
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