

Racing Rules of Sailing

The Call Book for Match Racing - New Call UMP 50

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.

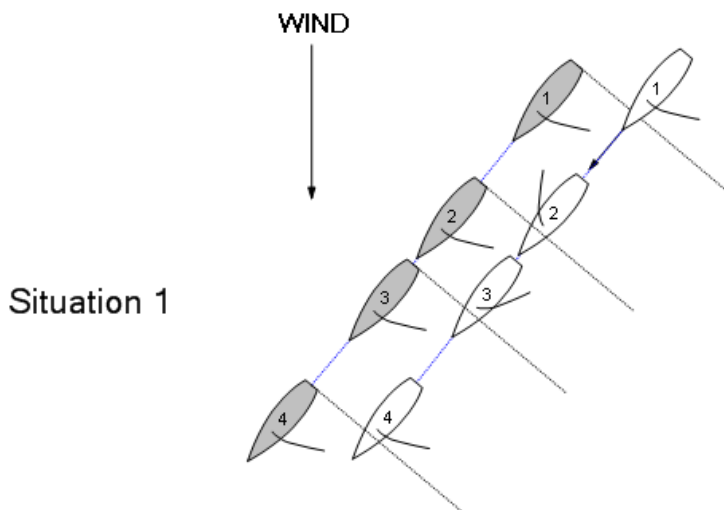
Proposal

CALL UMP 50

Rule 10 **On Opposite Tacks**
Rule 11 **On the Same Tack, Overlapped**
Rule 17 **On the Same Tack; Proper Course**
Definitions **Tack, Starboard or Port**

Situation 1

Yellow is a leeward boat subject to rule 17. She is sailing her proper course, which is nearly 140° from the true wind angle. Blue is keeping clear. From position 1 to position 3, Yellow pulls the boom across the centreline to the starboard side of the boat, and almost immediately pulls the boom back across the centreline to the port side of the boat. The force of the pulling action back to the port side causes the mainsail to completely fill in position 2.



Question 1a

Does Yellow change tack in position 2?

Answer 1a

No. Yellow's windward side does not change. She never sails by the lee and at no time would her mainsail lie on her starboard side if unrestrained.

Question 1b

Does Yellow gybe between positions 2 and 3?

Answer 1b

Yes. Yellow gybes twice as the foot of her mainsail crosses her centreline twice.

Question 1c

Does rule 17 still apply in position 4?

Answer 1c

Yes. Yellow does not change tack.

Question 1d

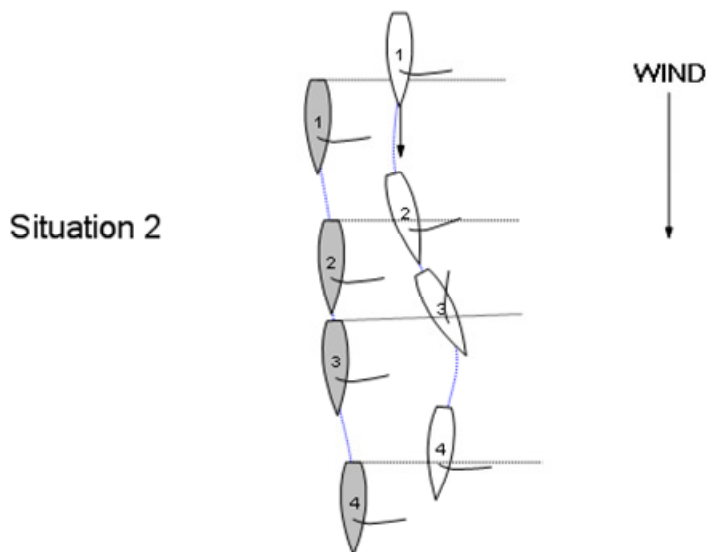
Would the answer be different if the mainsail had never filled in position 2?

Answer 1d

No

Situation 2

Yellow is a leeward boat subject to rule 17. She is sailing her proper course, which is nearly 180° from the true wind angle. Blue is keeping clear. Yellow bears away and begins to sail by the lee. At position 3, Yellow's crew pulls in the mainsail and it fills on the opposite side without crossing the centreline of the boat. At position 4, Yellow returns to sailing directly downwind and the mainsail continues to lie on her port side.



Question 2a

Does Yellow change tack in position 3?

Answer 2a

Yes. In position 3, Yellow is no longer sailing by the lee and she is not sailing directly downwind. She is therefore on a tack corresponding to her windward side, i.e. port. See the definitions Tack, Starboard or Port; and Leeward and Windward.

Question 2b

Does she gybe between position 2 and 3?

Answer 2b

No. The foot of Yellow's mainsail never crosses the centreline so she never gybes.

Question 2c

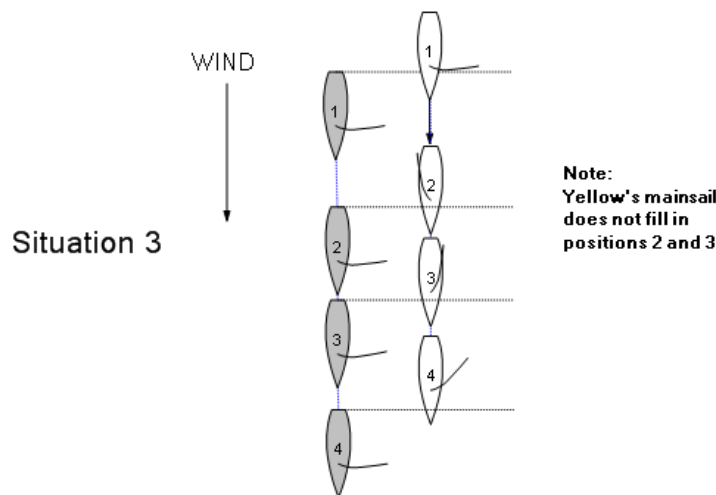
Does rule 17 still apply in position 4?

Answer 2c

No. Although Yellow never gybes, she changes tack twice. Rule 17 ceases to apply if the boats do not remain on the same tack.

Situation 3

Yellow is a leeward boat subject to rule 17. She is sailing directly downwind on starboard tack. Blue is keeping clear. Yellow then pulls her boom across the centreline to the starboard side of the boat and almost immediately pulls the boom back across the centreline to the port side of the boat. The mainsail does not fill until it is back on the port side of the boat.

**Question 3a**

Does Yellow change tack?

Answer 3a

If the umpires are satisfied the entire sail has crossed the centreline and would lie on the starboard side without the force of the crew keeping it there, then the boat has changed tacks.

The umpires will use the principle of 'last point of certainty' when applying the rules about 'on a tack'. See Call GEN 1.

Question 3b

Does the sail need to fill in order for the boat to change tack?

Answer 3b

No. To decide if the boat has changed tack is not dependant on whether the sail has filled. However, when the sail fills it is more likely that the umpires will be certain that the boat is on the other tack.

Question 3c

Does Yellow gybe?

Answer 3c

Yes. Yellow gybes twice.

Current Position

Rapid Response Match Racing Call 2010.006 – As above.

Reasons

1. To provide a clear interpretation of a situation that has been called inconsistently.
 2. Umpires and sailors have traditionally linked a gybe (rule C2.6 – 13.2) to a change of tacks – however a boat does not always change tacks while gybing and it is also not the gybe itself that causes the change of tacks.
 3. Sailors have started exploring this and it is important to have the difference of the rule and the definition included in the Call Book.
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