

## Racing rules of Sailing

### New Case

A submission from the Koninklijk Nederlands Watersport Verbond

#### Purpose or Objective

Synchronise the rules for Fleet Racing and Match Racing and simplify the rules

#### Proposal

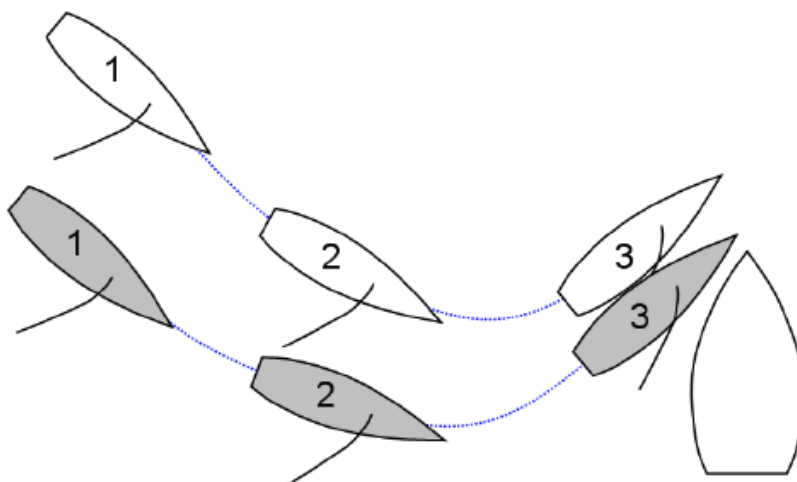
Delete TR Call L10 and MR Call L10, add the text of the Calls as a New Case

#### Current Position

By submission 207-14 TR Call L10 and MR Call L10 have been added as new calls for Team Racing and for Match Racing

#### Reasons

1. Match Racing and Team Racing rules should only differ from the Fleet Racing rules if there is a specific reason related to Match or Team Racing to make a change
2. Submission 207-14 is accepted in 2014, adding a new call L10 for Team Racing and for Match Racing



**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**

Penalize 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.*

3. The reason for accepting calls L10 was: 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.
  4. The interpretation of the calls L10 is also relevant for Fleet Racing and should not differ in Fleet Racing from Match Racing and Team Racing.
  5. This simplifies the rules.
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