
The
CALL BOOK
for TEAM RACING
for 2005 – 2008

Updated January 2006

International Sailing Federation
December 2004

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Second edition: February 2002
Third edition: December 2004

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Foreword

Team Racing continues to develop as an important part of our sport. Sailed in dinghies or keel-boats, it attracts all ages and experiences, from school and junior squad sailors at local events to World and Olympic Champions at the biennial ISAF Team Racing World Championships.

The Call Book has been developed and refined with input from sailors and umpires alike due to the need for as much consistency as possible in responding to on the water protests. The aim of the Call Book is to help resolve any doubt amongst sailors and umpires about situations referred to in the Call Book.

This latest edition updates calls to reflect the 2005-2008 Racing Rules of Sailing and also introduces new calls and fine-tunes the existing text.

It is important to note that this Call Book, like previous editions, is only authoritative for Team Racing.

The ISAF Racing Rules Committee trusts that competitors and umpires will continue to provide input to the Racing Rules Committee for further development of the Call Book.

Readers with comments and suggestions are invited to send them to the ISAF Secretariat.

David Tillett
Chairman
ISAF Racing Rules Committee
December 2004

Preface

This is the third edition of the ISAF Call Book for Team Racing. It has been edited to reflect the changes in the Racing Rules of Sailing for 2005 – 2008 and in particular the rules of Appendix D. Special thanks to Rob Overton, Chris Atkins and Steve Hatch for their help in updating this book.

The purpose of this call book is to define, for umpires and competitors, how incidents will be called in Team Racing.

The calls have been split into sections associated with progress around the course, citing typical incidents in the order they are likely to occur and explaining the rules that are applicable. As a result, some calls are simpler than others, and some include repetitions from earlier explanations. While calls are printed in one section only, this does not mean that they do not apply at other times. Many calls (e.g. those in the prestart section) will apply at all times.

Diagrams are limited to 2-dimensional snapshots of each situation. They cannot show wind strength, the waves, the heel and speed of boats and all the many other things that contribute to a real-life scenario. They should therefore not be used too literally, but rather as a tool to help recognise quickly and clearly the situation being addressed.

The calls in this book cannot cover every possible incident. As new tactics are developed, new calls will be required. Should reading this call book, or an incident on the water, stimulate you to comment or propose an additional call, please send an email to ISAF at sail@isaf.co.uk. If there's an incident that you are unsure of, then perhaps it should be written up and submitted as a new call.

The publishing of the Call Book is governed by ISAF regulation 31. This means that it is authoritative for team racing only. It also means that changes can only be made through the same submission procedures as changes to the rules themselves.

ISAF regulations provide for a system with Rapid Response Team Racing Calls. Calls proposed under this system should be presented in a form similar to existing calls, and sent to the ISAF office in Southampton. A call approved as a Rapid Response Call will be immediately communicated to all IU's, MNA's and also to anyone who request to be on the mailing list for such calls. In addition it will be posted on the ISAF website www.sailing.org.

The Match & Team Racing Rules Working Party will make recommendations on submitted calls and approved Rapid Response Calls to the Racing Rules Committee November meeting each year.

I welcome any comments for improvement of this Call Book.

Marianne Orvin Middelthon, Chairman
Match & Team Racing Rules Working Party
December 2004

INDEX TO CALL BOOK

Section	Topic
Introduction	General Principles for Umpire Decisions
A	Definitions and Fundamentals
B	Prestart
C	The Start
D	Windward Leg
E	Windward Mark
F	Reaching
G	The Run
H	The Gybe Mark
J	The Leeward Mark
K	The Finish
L	Other Rules
M	The Umpiring Process

Index of Rules (in Call Titles)

Notes on the text

1. With the exception of certain calls in Section M, the calls assume that the protest flag and hail, and umpire flag and hail, have been made in accordance with the rules.
2. Some calls highlight important principles in the rules. For ease of reference, these clarifications are printed in italics at the end of the call.
3. Boat shading is used to differentiate between teams. Boats A, B, C are shaded white and form one team, and X, Y, Z are shaded grey and form the other.
4. When boats are already overlapped at position 1 in a call, the phrase 'A has no proper course restriction' is used to show that A is not subject to rule 17.1 and may sail above her proper course. The alternative is 'A is subject to rule 17.1'.
5. When rule 17.2 is referred to, it will be listed as the amended D1.1(a) in the call title, whereas in the call text it will be referred to as rule 17.2. The same applies to rule 18.2(c) as amended in D1.1(b).
6. Unless otherwise indicated, the wind is blowing from the top of the diagram.

GENERAL PRINCIPLES FOR UMPIRE DECISIONS

Four general principles apply to umpire decisions:

1. 'Last Point of Certainty'

There are many occasions when umpires are required to judge (often from imperfect positions) the exact moment when the state of a boat, or her relationship with another boat, changes. Examples include passing head to wind or establishing an overlap.

In such cases an umpire will assume this state or relationship has not changed until he is certain that it has changed.

2. Disagreement between Umpires

There are occasions when umpires disagree over what the decision should be. In such cases, even if there has been contact, the umpires will signal 'no penalty' rather than penalize one boat or other.

3. Rule 14: Avoiding Contact

Any incident involving contact will also involve rule 14. However, when the umpire decides that a boat required to keep clear or give room is to be penalized for breaking another rule of Part 2, a breach of rule 14 will not result in an additional penalty unless there is damage. Except in this case, rule 14 has no impact on the immediate umpire decision, and is therefore not addressed separately in each call in this book.

4. Definition: Room, and meaning of 'in a seamanlike way'

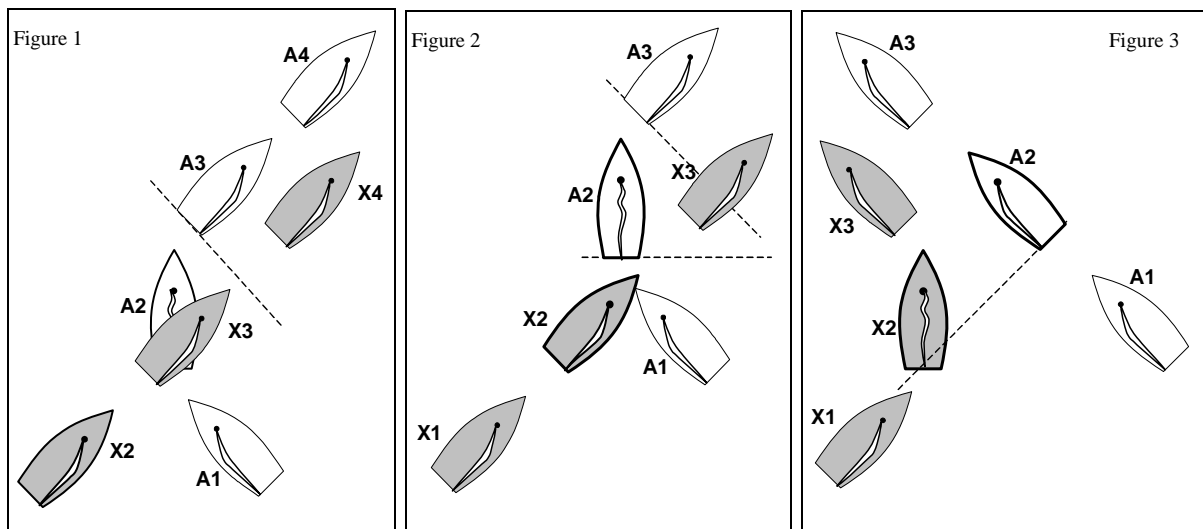
ISAF Case 21 states that 'extraordinary' and 'abnormal' manoeuvres are unseamanlike. Some actions that are abnormal and therefore unseamanlike in a fleet of many boats will be considered normal and therefore seamanlike in a team race. However any manoeuvre that puts a boat or crew at risk of damage is unseamanlike. The umpire will judge each incident on the basis of the boat's actions in relation to the wind and water conditions she is experiencing at the time.

CALL A1

Rule 13 While Tacking Rule 17.1 On the Same Tack; Proper Course, Leeward Boat

Question

On a windward leg, an overlap is established while one boat is tacking or shortly thereafter. Under which of the following conditions is X, the leeward boat, permitted to sail above her proper course?



Answer

- Figure 1: Overlap established from clear astern - X does not acquire luffing rights. A completes her tack at position 3, when she is clear ahead of X. Shortly thereafter X establishes an overlap from clear astern and will break rule 17.1 if she sails above her proper course during this overlap, and while the boats remain within two lengths of each other, unless in doing so she promptly sails astern of A.
- Figure 2: Overlap established from clear astern - X acquires luffing rights. The moment A passes head to wind in position 2 the boats are on the same tack, but not overlapped. The overlap is established before A reaches a close-hauled course - i.e. while A is subject to rule 13. Therefore rule 17.1 does not apply and X may sail above her proper course.
- Figure 3: Overlap established 'instantaneously'. At position 2, when X passes through head to wind, both boats are on the same tack and overlapped. As neither boat established this overlap from clear

astern, the overlap is said to be 'instantaneous'. Rule 17.1 does not apply and X may sail above her proper course.

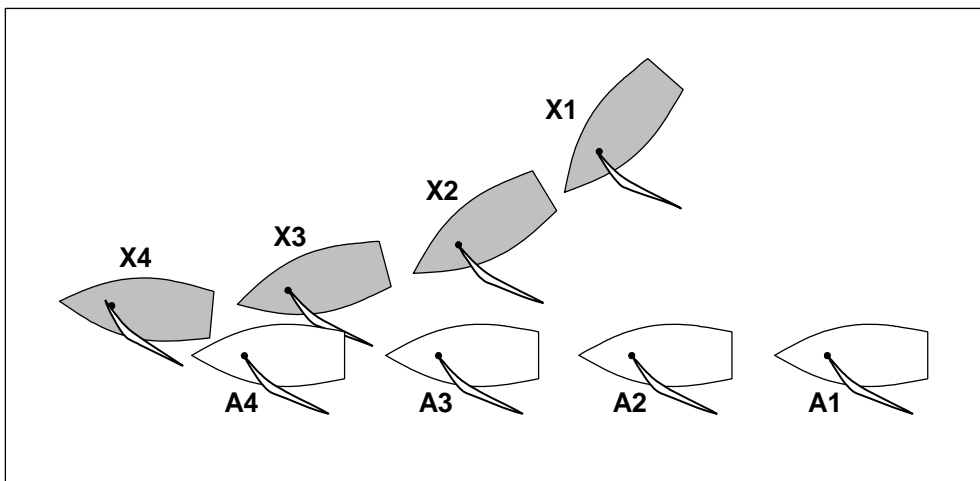
A tacking boat changes tack the moment she passes head to wind. However, she is keep-clear boat subject to rule 13 from the moment she passes head to wind until she is on a close-hauled course. If another boat becomes overlapped to leeward of her from clear astern during that period, rule 17.1 does not apply and the leeward boat may sail above her proper course - i.e. she has 'luffing rights'.

CALL A2

Rule 11 **On the Same Tack, Overlapped**
Definitions **Keep Clear**

Question

X closes on A from windward. When is X no longer keeping clear of A?



Answer

X is keeping clear of A when A can both sail her course with no need to take avoiding action and, because they are on the same tack and overlapped, change course in both directions without immediately making contact.

At positions 1 & 2: X is keeping clear.

At position 3: if A luffs, there will be contact but not immediately, so X is still keeping clear.

At position 4: A cannot change course to windward without immediately making contact with X. X is no longer keeping clear, and would be penalized under rule 11 if A were to protest, whether or not the boats make contact.

At any moment, a boat's course (as that term is used in Part 2 and the Definitions) means the direction in which her bow is pointing. It does not mean her proper course, nor the course she could be expected to be sailing shortly.

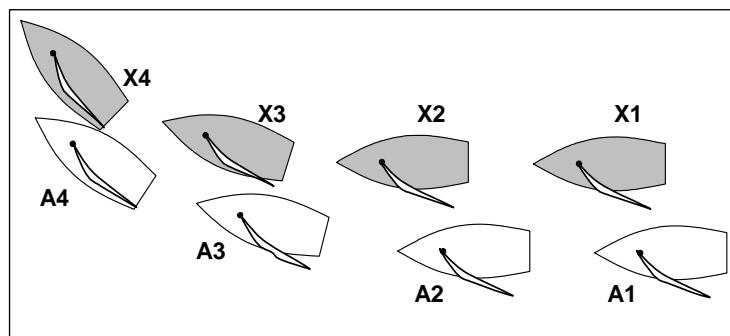
There does not need to be contact for a boat to fail to keep clear.

CALL A3

Rule 11 **On the Same Tack, Overlapped**
Rule 16.1 **Changing Course**
Definitions **Keep Clear**

Question

A and X are overlapped, sailing parallel courses, with about ½ boat's width between them. A has no proper course restriction. Just before position 3 A luffs slowly and X promptly responds. A continues to luff and there is no longer any means of X avoiding A. X tries to keep clear by luffing and there is contact. A protests. What should the call be?



Answer

Positions 1 and 2: X is keeping clear because she is sufficiently far from A that A is able to change course in both directions without immediately making contact.

Position 3: After A's first change of course, X still has room to keep clear. X must, promptly and in a seamanlike way, do whatever she can to establish sufficient distance between her and A so that she is keeping clear. If X does this she is protected by rule 16.1.

Between 3 and 4: A continues to change course, and X is no longer able to keep clear. A breaks rule 16.1. Penalize A.

If A continues to luff and X continues to respond promptly and in a seamanlike way to each luff, A will ultimately have to stop luffing when the boats are so close that any further luff from A will result in X being unable to keep clear. If A does stop luffing at such a time, and X continues to respond to keep clear, neither boat breaks a rule.

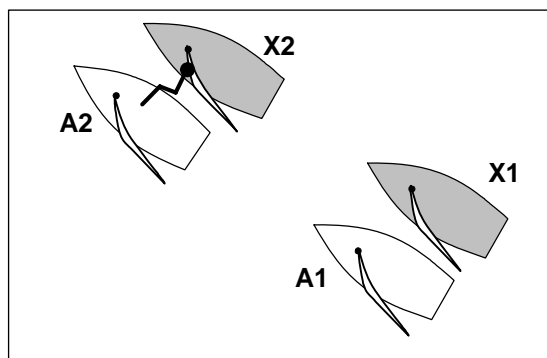
A boat that is required to keep clear must promptly take any opportunity to keep clear when a right-of-way boat changes course, but does not have to anticipate any change of course by a right-of-way boat, except when rule 18.2(d) applies.

CALL A4

Rule 2	Fair Sailing
Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Definitions	Keep Clear

Question

X and A are small dinghies sailing to windward with a small gap between them. A squall hits the boats and A's crew leans out, touching X's leeward gunwale with his body. X protests. What should the call be?



Answer

Penalize X under rule 11. Boat A does not change course. A's actions are consistent with seamanlike sailing in the existing conditions, and X fails to meet her obligations as keep clear boat.

If A's actions are inconsistent with seamanlike sailing in the existing conditions, and are solely designed to cause contact, she breaks rule 2, Fair Sailing.

(See also ISAF Cases 73 and 74.)

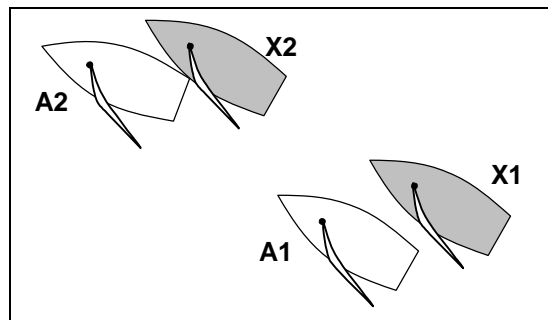
A boat changes course when she changes her compass bearing. Leaning out, slowing, and heeling the boat are not changing course.

CALL A5

Rule 11 **On the Same Tack, Overlapped**
Rule 16.1 **Changing Course**
Definitions **Keep Clear**

Question

A and X are sailing parallel courses with very little distance between them. A bears away and her stern hits X. A protests. What should the call be?



Answer

The umpire will consider how close two boats may sail in the prevailing conditions such that the leeward boat can both luff and bear away without immediately making contact with the windward boat, and also how the two boats came to be this close.

Case 1: When X has had an opportunity to keep clear but is sailing so close to A that any luff or bear away by A will immediately result in contact, X fails to keep clear and breaks rule 11. Penalize X.

Case 2: If X is not keeping clear, but the boats came to be this close as a result of A's earlier alteration of course, to which X responded promptly, and X has since not had an opportunity to increase the distance between the boats, then A breaks rule 16.1, penalize A.

Case 3: If X is keeping clear and A bears away hard, then A does not give X room to keep clear and therefore breaks rule 16.1. Penalize A.

CALL A6

Rule 10 On Opposite Tacks

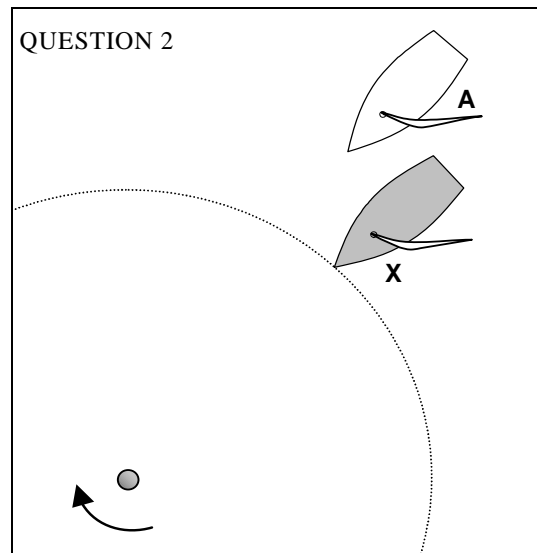
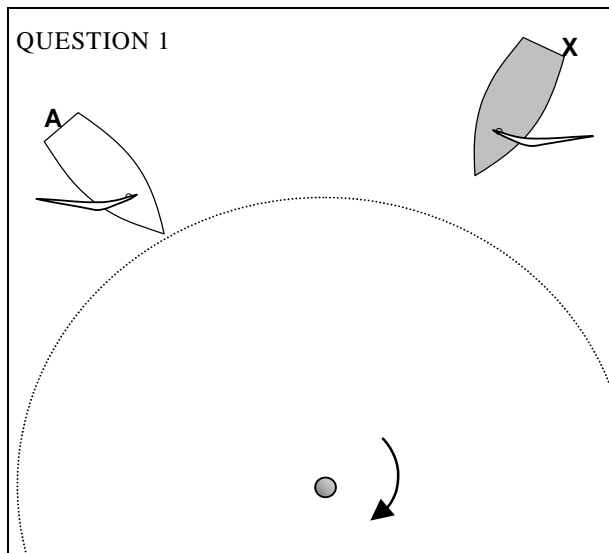
Rule 11 On the Same Tack, Overlapped

Rule 18.1 Rounding and Passing Marks and Obstructions: When this Rule Applies

Rule 18.2 Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear

Question 1

Boats A and X are on converging courses approaching a starboard-hand leeward mark. At what point are they about to pass the mark so that rule 18 starts to apply?



Answer 1

When A reaches the two-length zone the boats are definitely 'about to pass' the mark, and in most circumstances two lengths is an acceptable measure of 'about to pass'. If conditions are windy and boats need to start preparing to pass the mark when farther from the mark, they become 'about to pass' when they need to start preparing.

[See also ISAF Cases 84 and 94.]

Question 2

A and X are approaching the same mark. A has established a windward overlap from clear astern, so rule 17.1 does not apply. What is the latest time X may

luff, and, if X will have to bear away to give room, when is she required to do so?

Answer 2

Rule 18 starts to apply when the boats become about to pass the mark. If X has to bear away to give A room to pass the mark, she must do so promptly when rule 18 starts to apply. From this moment, if X luffs and thereafter bears away in order to give A room to pass the mark, she breaks rule 18.2(a). If X is able to luff without the need to bear away later then A is required to keep clear, rule 11 applies.

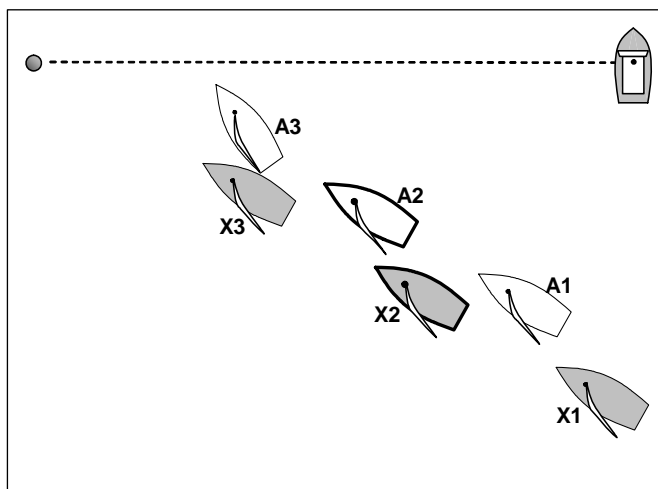
When a boat is within the two-length zone (and not sailing away from the mark), she is 'about to pass' the mark. In windy conditions, in a strong favourable current, when spinnakers must be dropped, or when several boats are close to one another, a boat may be 'about to pass' when she is farther than two lengths from the mark.

CALL B1

Rule 11 **On the Same Tack, Overlapped**
Rule 15 **Acquiring Right of Way**

Question

Before the start, A is sailing slowly and X establishes an overlap from clear astern. At the time the overlap is established A can keep clear by maintaining her course and accelerating. Instead A delays her response and then luffs, and her stern hits X. There is a protest. What should the call be?



Answer

When X gains her overlap she must initially give A room to keep clear. X fulfils her obligations under rule 15, because, when the overlap is established, A can keep clear by maintaining her course and accelerating, or by luffing. However, when A delays her response, and then elects to luff and there is contact, she fails to keep clear. A breaks rule 11. Penalize A.

When a keep-clear boat reacts appropriately and in a timely manner, but is unable to keep clear, the right-of-way boat fails to give room and will be penalized for breaking rule 15.

When a keep clear boat reacts slowly, or in an inappropriate manner, and then fails to keep clear, the keep clear boat will be penalized for failing to keep clear.

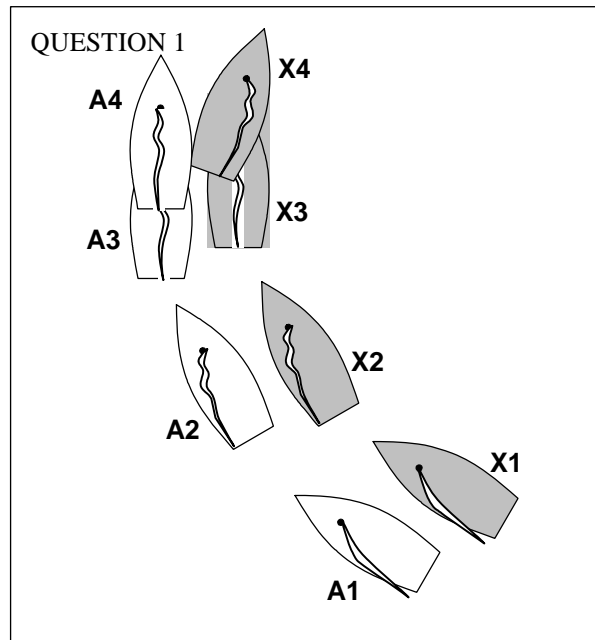
When one boat acquires right of way, the other boat must promptly take appropriate action to try to keep clear. Depending on the circumstances, this action may include accelerating or tacking.

CALL B2

Rule 11	On the Same Tack, Overlapped
Rule 13	While Tacking
Rule 16.1	Changing Course
Definitions	Keep Clear

Question 1

Boats A and X are overlapped and X, the windward boat, is keeping clear. A luffs head to wind, X luffs in response, and both reach head to wind, side by side. X continues to change course and passes through head to wind. As a result X makes contact with A. There is a protest. What should the call be?



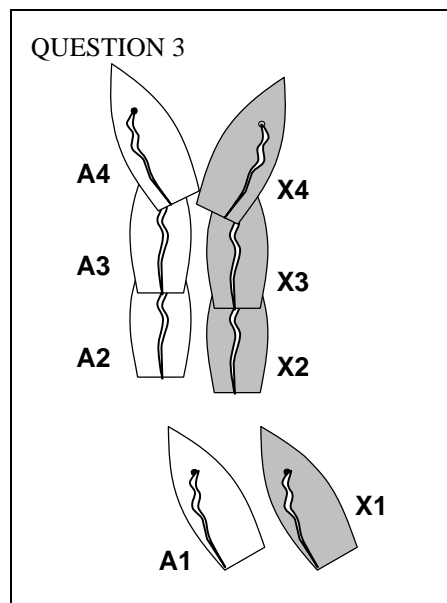
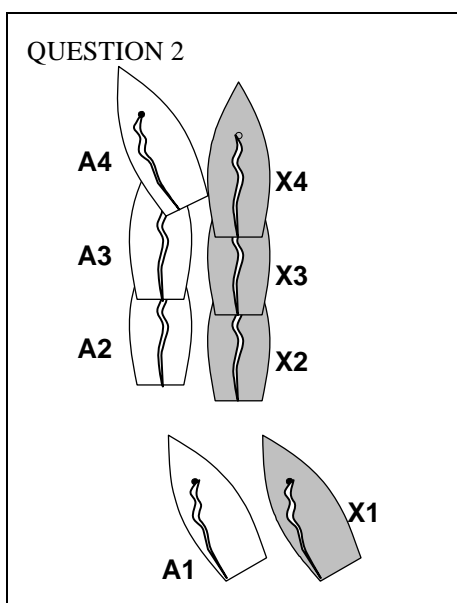
Answer 1

If, when A begins her luff, X responds promptly and continues to do all she can to keep clear throughout the incident, but there is contact anyway, then A is not giving X room to keep clear and A breaks rule 16.1. Penalize A.

If X could have kept clear, but either responds too slowly or not enough, or over-rotates, then X breaks rule 11 or 13. Penalize X.

Question 2

In similar circumstances, A luffs without breaking rule 16 and X responds. When head to wind X maintains this position when she could have tacked off. Slightly later A bears away and their sterns make contact. There is a protest. What should the call be?



Answer 2

If A's change of course immediately results in contact with X, then X was not keeping clear and broke rule 11. Penalize X.

If there is a greater distance between them, and A bears away hard without giving X room to keep clear, then A breaks rule 16.1. Penalize A.

Question 3

In similar circumstances X keeps clear but, when she reaches head to wind, she maintains this position for a while. X then passes through head to wind and, slightly later, A bears away and their sterns make contact. There is a protest. What should the call be?

Answer 3

When X passes head to wind, the boats are no longer overlapped on the same tack so the second part of the definition of Keep Clear no longer applies.

If the contact would have occurred without A bearing away, X breaks rule 13. Penalize X.

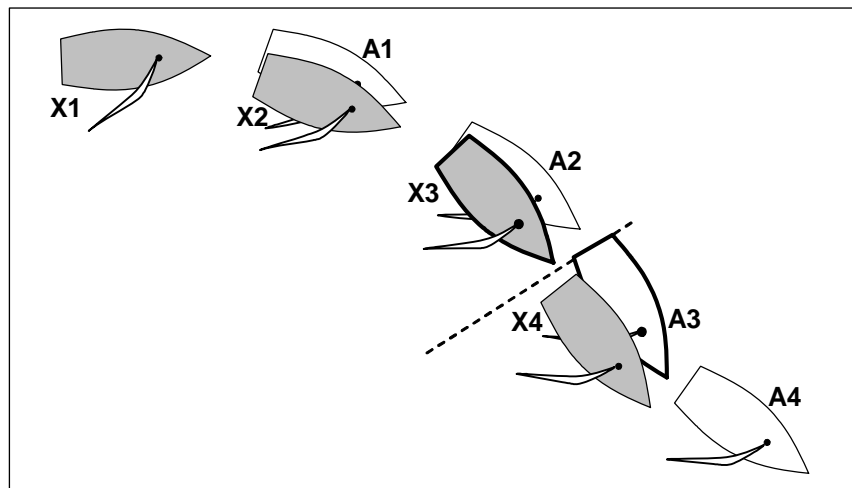
If the contact would not have occurred without A bearing away, A breaks rule 16.1. Penalize A.

CALL B3

Rule 11	On the Same Tack, Overlapped
Rule 12	On the Same Tack, Not Overlapped
Rule 15	Acquiring Right of Way
Rule 16.1	Changing Course

Question 1

Before the start, A and X are both on port tack, with X clear astern of A. As A bears away to gybe, X also bears away onto a course that will become a collision course if A bears away further. At no time during the manoeuvre are the boats overlapped. A luffs and protests. What should the call be?



Answer 1

As right-of-way boat A is required to give X room to keep clear when she changes course. X is required to keep clear, so she must not prevent A from sailing in the direction she is pointing. At position 3 X is keeping clear, but her actions are preventing A from bearing away further. Neither boat breaks a rule. No penalty.

Question 2

If an overlap is established just after position 3, does the situation change?

Answer 2

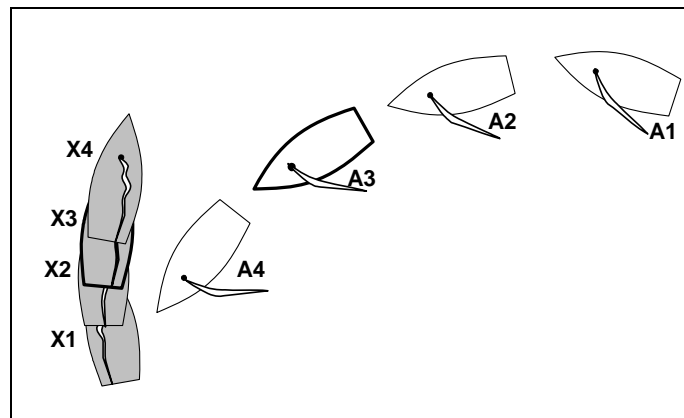
Just after position 3, X becomes right-of-way boat at least in part because of A's actions. Therefore, provided she maintains her course, X does not initially need to give A room to keep clear. As A keeps clear she breaks no rule. No penalty.

CALL B4

Rule 13 While Tacking Rule 16.1 Changing Course

Question 1

A and X are separated and not on a collision course. X intends to tack but after passing head to wind she loses way. Before X is on a close-hauled course, A bears away onto a collision course with X. X is unable to take any avoiding action that would prevent contact if A were to stop bearing away. However, A bears away continuously and passes astern of X. A protests. What should the call be?



Answer 1

A's change of course at position 1 requires her to give X room to keep clear (rule 16.1). Because X has lost way, she does not have room to keep clear if A maintains her course. A complies with rule 16.1 by bearing away further. No penalty.

Question 2

Will the answer change if X's helmsman intentionally loses steerage and places the boat in a situation where it will be impossible to keep clear if A changes to a collision course?

Answer 2

No. Whether or not she does so deliberately, no rule prohibits X from being in the position she is in here, or requires her to anticipate A's change of course.

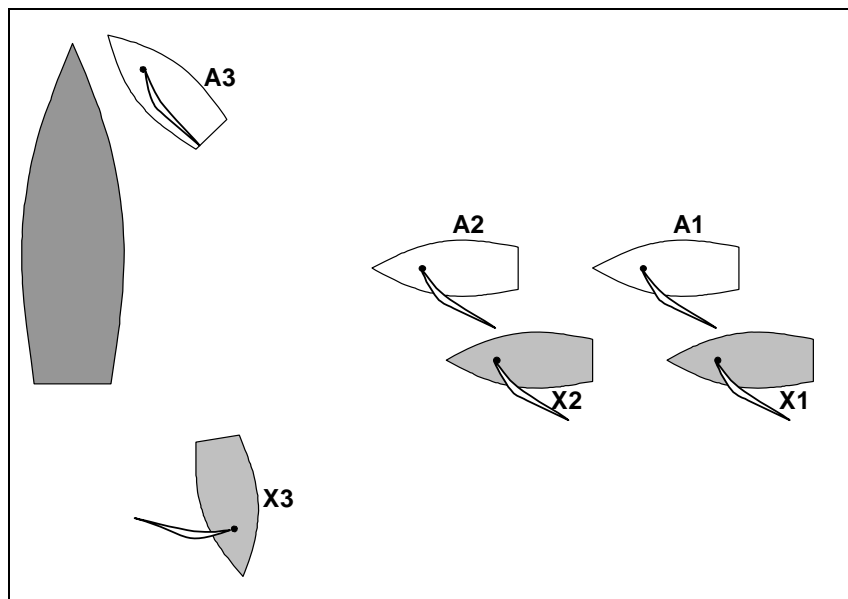
A right-of-way boat changing course may comply with rule 16.1 by changing course further and thus giving the other boat room to keep clear. (See also Call D3)

CALL B5

- Rule 18.1** **Rounding and Passing Marks and Obstructions: When this Rule Applies**
- Rule 18.2(a)** **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**
- Definitions** **Obstruction**

Question

Before the start, and before approaching the line to start, A and X are reaching towards a large moored boat overlapped with A half a length ahead. It appears that X intends to pass the stern of the boat, and A hails for room to pass on the inside of X. X does not bear away to provide room, and at the last moment A avoids the large boat by luffing sharply and passing to windward of it. Before the bow of X reaches the stern of the boat she gybes away so that she does not pass its stern. A protests. What should the call be?



Answer

The large boat is an obstruction, and X is sailing a course consistent with passing astern of it. Unless X alters course to pass to windward of it (which she is entitled to do), A may assume they are both going to pass to leeward of the obstruction, and X must give A room. By not doing so, X breaks rule 18.2(a). Penalize X.

Boats are 'about to round or pass' an obstruction (reference rule 18.1) when, while they are approaching the obstruction, their courses are consistent with leaving it on the same side. The obstruction does not need to have a required side.

CALL B6

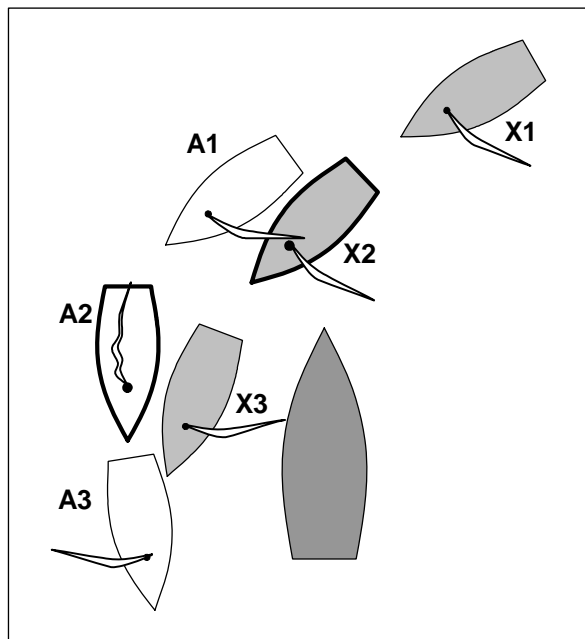
Rule 10 **On Opposite Tacks**

Rule 16.1 **Changing Course**

Rule D1.1(b) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone**

Question 1

Before the start A and X, reaching on starboard tack, approach an anchored boat. When A reaches the two-length zone, she is clear ahead of X. A passes to windward of it, bears away alongside it, then gybes in order to sail around its stern. Very soon after A gybes, X is still on starboard and gains a small inside overlap. X changes course trying to avoid contact with A but there is contact. There is a protest. What should the call be?



Answer 1

Rule 18.2(c) requires X to keep clear until the boats have passed the obstruction, and she is not entitled to room to pass the obstruction if she becomes overlapped inside A. When A changes course and gybes towards the obstruction, she is subject to rule 16.1 (because rule 18.2(d) only applies at marks, not at obstructions), and must give X room to keep clear. X is able to keep clear by luffing but chooses not to, so breaks rule 18.2(c). Penalize X.

Question 2

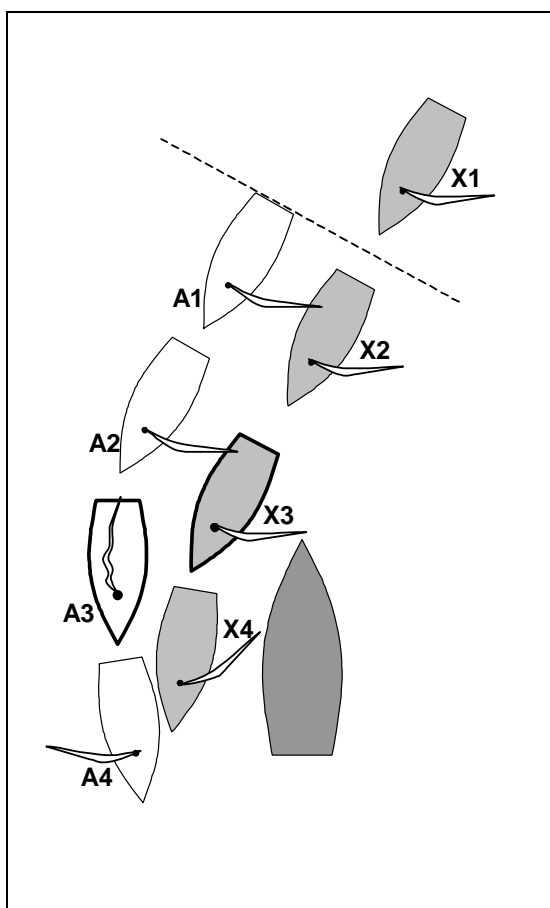
How far beyond the obstruction may A sail before gybing and still rely on 18.2(c)?

Answer 2

When the entire obstruction is astern of both boats, rule 18 ceases to apply and A may no longer rely on rule 18.2(c) to give her right of way over X.

Question 3

If while keeping clear X gains the inside overlap within the two-length zone, and is sailing a parallel course to A, before A changes course and gybes, and if X is then unable to keep clear, what should the call be?



Answer 3

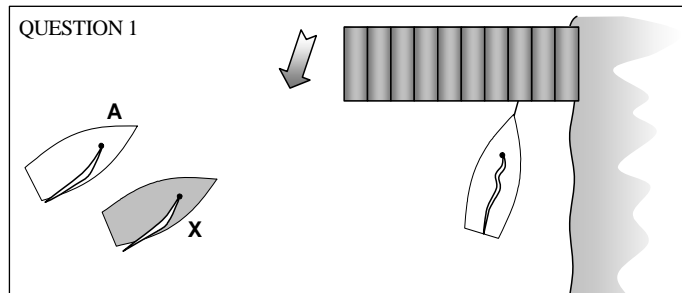
X is keep clear boat throughout the passing (rule 18.2(c)). However, because the boats are passing an obstruction, A is subject to rule 16.1 even when she changes course to pass the obstruction, and must give X room to keep clear when she changes course. At position 3 A changes course and does not thereafter give X room to keep clear. A therefore breaks rule 16.1. Penalize A.

CALL B7

Rule 19.1 Room to Tack at an Obstruction

Question 1

Before the start A and X are sailing close-hauled towards a pontoon. X calls for room to tack. A replies 'No, you can go inside'. X protests. What should the call be?

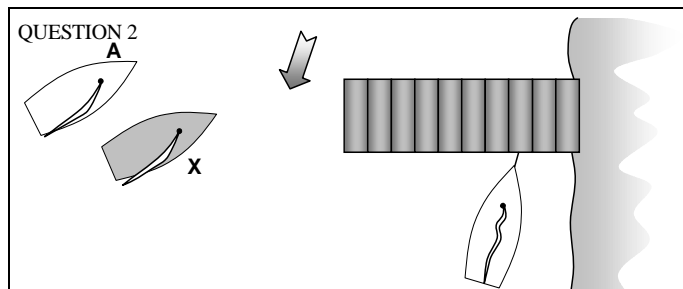


Answer 1

Rule 19.1 allows X to hail for room to tack to avoid the obstruction. It is up to X to decide whether to tack or gybe to avoid the obstruction. A breaks rule 19.1. Penalize A.

Question 2

The situation is the same except that X by luffing slightly is able to avoid the pontoon. X calls for room to tack. A replies 'No, you can luff slightly'. X does this and protests. What should the call be?



Answer 2

Penalize both boats. Rule 19.1 only applies when the hailing boat is sailing close-hauled or above and needs to make a substantial alteration of course to avoid an obstruction. Because she does not need to make a substantial course change to avoid the pontoon, X breaks rule 19.1 when she hails. However a hailed boat must assume such a hail is valid, and respond to it. By failing to do so, A also breaks rule 19.1.

If instead A tacks and protests, then X breaks rule 19.1 and A breaks no rule.

A boat hailed under rule 19.1 must act as if the hail is valid even if she believes it to be invalid. If she does not she breaks rule 19.1.

A boat hailing under rule 19.1, when not entitled to do so, breaks rule 19.1.

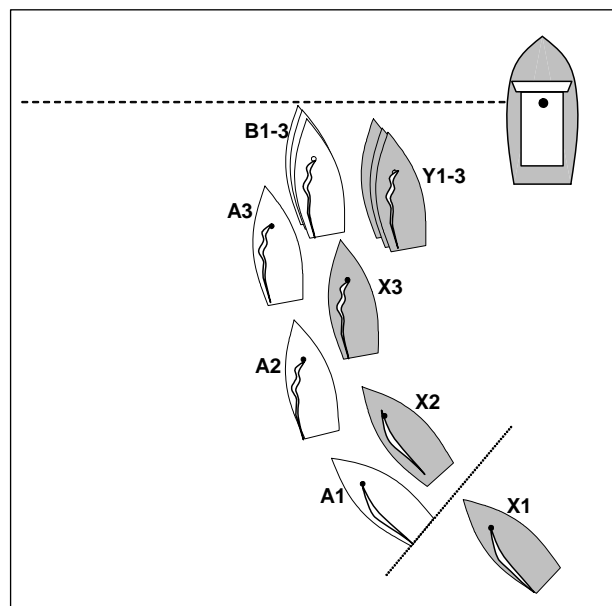
CALL B8

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Definitions Obstruction

Question

Shortly before the start, B and Y, both on starboard, are approximately stationary near the starting line. A and X are approaching close hauled with A clear ahead of X when A is two lengths away from B's transom. A then luffs slightly, causing X to luff and establish an overlap to windward of A. X has the opportunity to tack, but instead hails A for room to pass to leeward of B. A does not give X room, and there is contact between X's bows and B's transom. B protests. What should the call be?



Answer

When two boats are approaching an obstruction, even if that obstruction is a right-of-way boat, rule 18.2 determines an inside boat's right to room.

Because A is clear ahead of X when she reaches the two length zone of B, X is not entitled to room to pass between B and A. Rule 16.1 requires that A does not alter course if that prevents X from keeping clear. However, because X can tack at position 2, A fulfils her obligations under rule 16.1. X therefore breaks rule 12 when she makes contact with B. Penalize X.

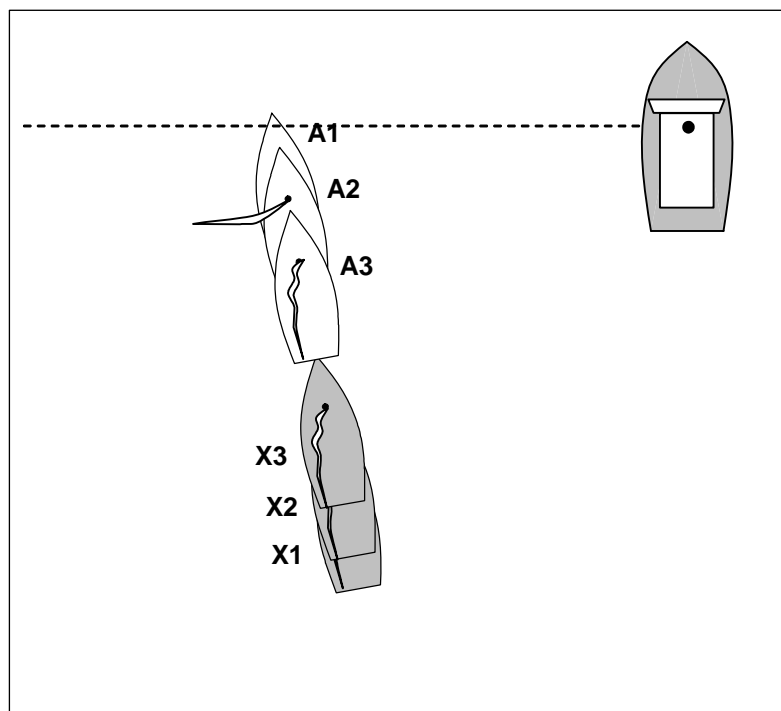
A boat racing is an obstruction for other boats if they are required to keep clear of her or give her room. In such a case, rule 18 may apply.

CALL B9

Rule 20.3 Moving Astern

Question

Shortly before the start, A and X are sailing ahead very slowly, A half a length ahead of X. A is in danger of crossing the starting line before the start and briefly backs her mainsail. This causes her to sail backwards toward X. She then stops backing her sail but continues to move backwards towards X. X maintains her position, and there is contact. X protests. What should the call be?



Answer

Rule 20.3 requires a boat moving astern by backing a sail to keep clear of one that is not. Although A is no longer backing her sail, she is moving astern because she backed her sail, and is still subject to rule 20.3. A fails to keep clear and breaks rule 20.3. Penalize A.

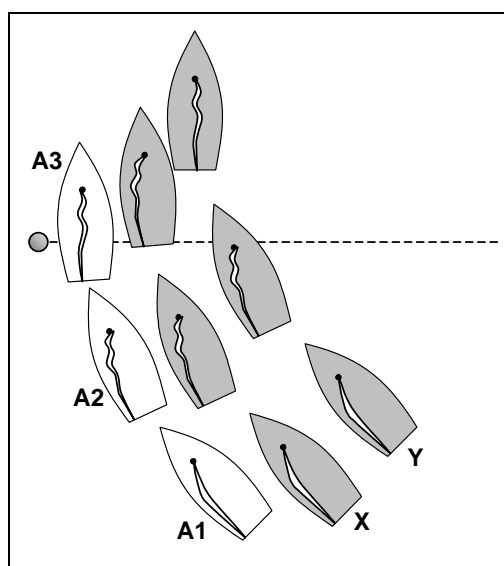
A boat is 'moving astern by backing a sail' and therefore subject to rule 20.3 if she is moving astern through the water, and she initiated or assisted her sternwards motion by backing her sail. If she ceases to back the sail, but is still moving astern, she is still subject to the rule.

CALL C1

Rule 11 **Same Tack, Overlapped**
Rule 16.1 **Changing Course**
Rule 17.1 **On the Same Tack; Proper Course, Leeward Boat**

Question

Before the starting signal A establishes an overlap from clear astern to leeward of X and Y. After the start A luffs above close-hauled to pass the leeward starting mark. X immediately luffs to try to keep clear, but makes contact with team-mate Y who is also trying to keep clear. Y protests. What should the call be?



Answer

Rule 18 does not apply at a starting mark when boats are approaching it to start (rule 18.1(a)). Because A establishes the overlap from clear astern within two of her hull lengths, she may not sail above her proper course after the starting signal. (A boat has no proper course before the starting signal.) In this case A's proper course is to luff to pass the mark. Provided A complies with rule 16.1 when she luffs, A does not break a rule.

Rule 16.1 requires that, when A changes course, she must give X and Y room to keep clear. If Y was keeping clear of X, but is now unable to do so because of X's luff to keep clear of A, then A's alteration of course breaks rule 16.1. Penalize A.

However if Y is so close to X that she is not keeping clear when A starts to luff, or if Y responds late or not enough when X changes course to keep clear of A, then Y fails to keep clear and breaks rule 11. Penalize Y

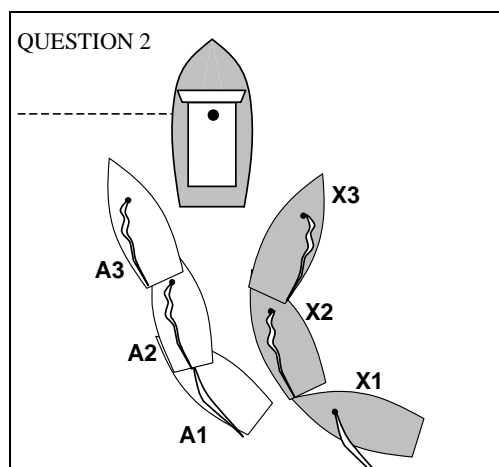
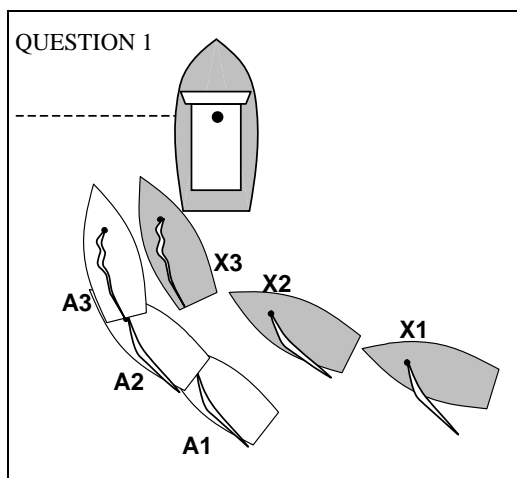
When a right-of-way boat subject to rule 16 changes course, she must give any keep clear boat affected by this change of course room to keep clear.

CALL C2

Rule 11 On the Same Tack, Overlapped Rule 16.1 Changing Course

Question 1

A and X are approaching the starting line to start with A clear ahead and to leeward of X. X establishes an overlap to windward between A and the committee boat. At position 3 A luffs, hailing 'No room'. X responds to the luff, and in so doing makes contact with the committee boat. X protests. What should the call be?



Answer 1

Rule 18 does not apply when boats are approaching a starting mark to start. A is therefore not required to give X room to pass the committee boat. However rule 16.1 requires A to give X room to keep clear when she changes course. When A changes course after position 2 she fails to give X room to keep clear. Penalize A.

Question 2

If A's alteration of course occurs after position 1, and as a result X passes the wrong side of the committee boat, what should the call be?

Answer 2

Provided she reacts promptly, X can still keep clear by passing the wrong side of the committee boat. A therefore does not break rule 16.1. No penalty.

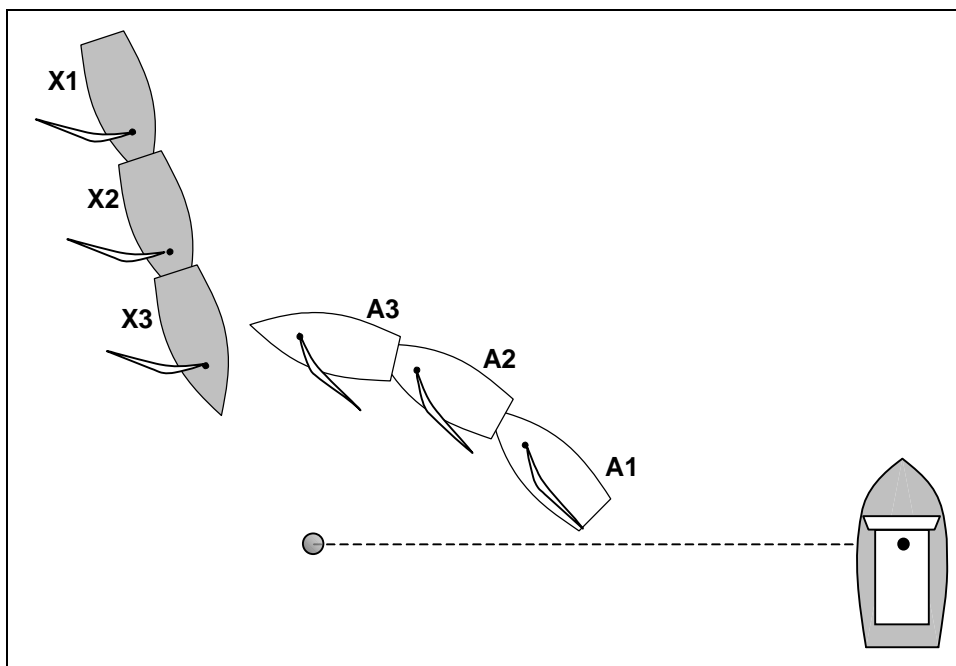
If X does not respond promptly to the luff and then fails to keep clear, she breaks rule 11.

CALL C3

Rule 20.1 **Starting Errors**
Rule 22.2 **Interfering with Another Boat**

Question

After the start X is sailing on port tack from the course side of the starting line without having started. Boat A has started correctly and bears away below her proper course onto a collision course with X. X protests. What should the call be?



Answer

X and A are not on the same leg of the course. Therefore when A bears away below her proper course for no other purpose than to interfere with X, she breaks rule 22.2. Penalize A.

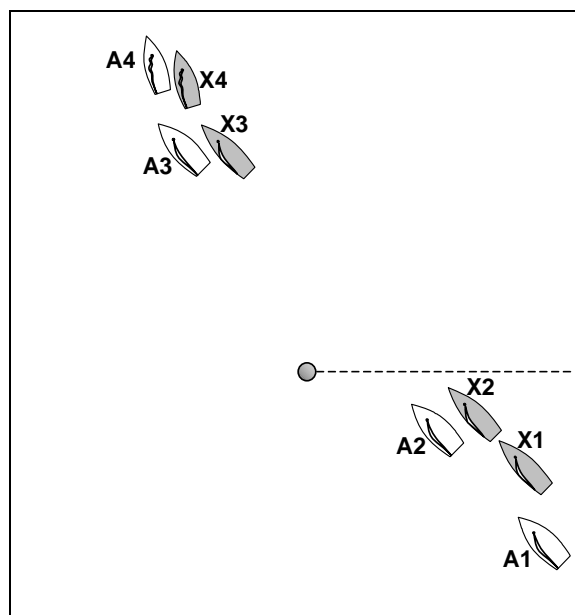
A boat that, after the starting signal, is sailing towards the pre-start side of the line without having started correctly, is not on the same leg of the course as boats that has started.

CALL C4

Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 17.1	On the Same Tack; Proper Course, Leeward Boat

Question 1

Before the starting signal A establishes an overlap to leeward of X from clear astern. After the starting signal both boats continue on starboard tack, and at all times X is keeping clear. About one minute after starting A is beginning to draw ahead, although the boats are still overlapped. A heels to windward and luffs above close-hauled. X protests. What should the call be?



Answer 1

A established her overlap from clear astern, and therefore breaks rule 17.1 by sailing above close-hauled after the starting signal. Penalize A.

However if A heels to windward to slow X, without changing course, she breaks no rule.

Question 2

As a result of A's luff, the boats make contact. X protests. What should the call be?

Answer 2

If X could have responded to the luff and kept clear, but either did not respond or did not respond enough, she breaks rule 11 and A breaks rule 17.1. Penalize both.

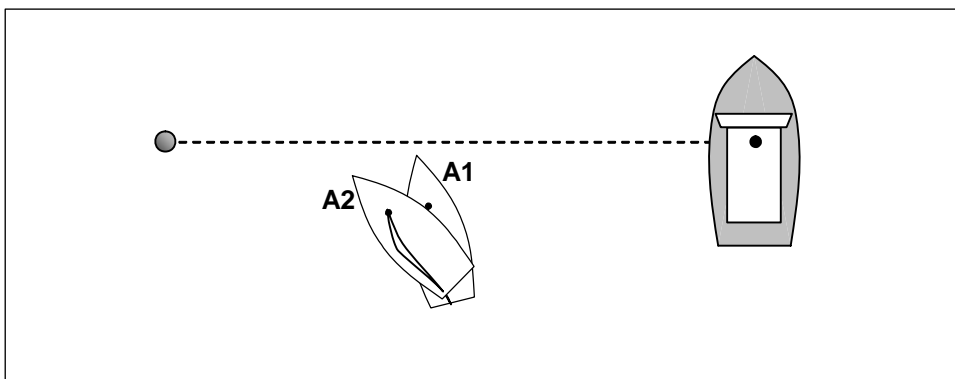
If X responds to the luff but is unable to avoid contact, then A's luff breaks both rule 16.1 and rule 17.1. Penalize A only.

CALL C5

Rule 42.3(d) Propulsion; Exceptions

Question

At the start, boat A has been near head to wind on starboard tack for some time, and has lost steerage way. She returns to a close-hauled course by repeatedly yanking the tiller to windward. Another boat protests. What should the call be?



Answer

A breaks no rule. She is above close-hauled and is moving slowly, and her 'sculling' movements are to turn the boat to a close-hauled course. This is specifically permitted by rule 42.3(d).

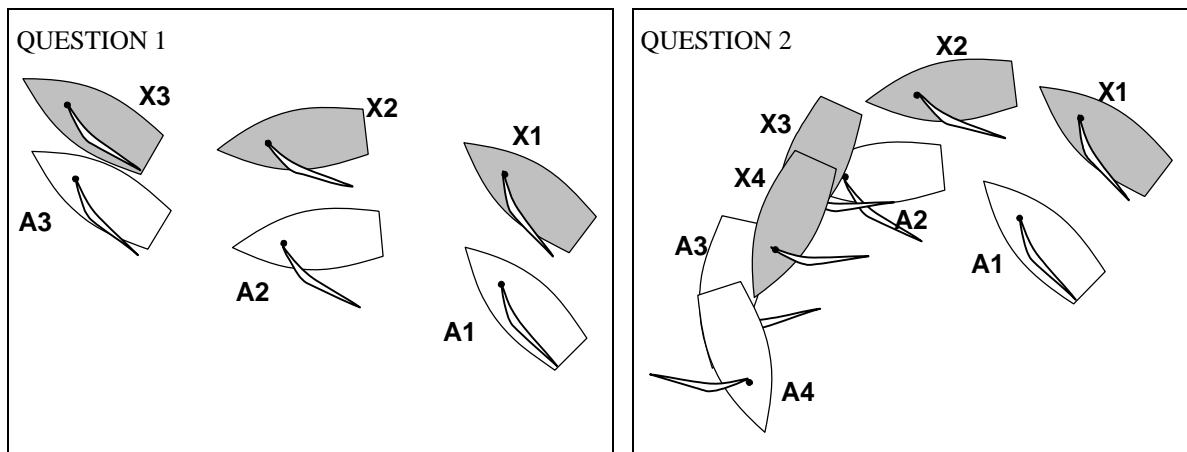
Repeated movements of the helm that is either forceful or that propels the boat forward or prevents her from moving astern break rule 42.2(d). However, sculling to turn a nearly stationary boat from above close-hauled onto a close-hauled course is permitted.

CALL D1

Rule 10	On Opposite Tacks
Rule 11	On the Same Tack, Overlapped
Rule 15	Acquiring Right of Way
Rule 16.1	Changing Course
Definitions	Keep Clear

Question 1

A and X are beating on starboard tack, overlapped with $\frac{1}{4}$ boat length between them. A bears away to give herself space to tack behind X, but X bears away onto a parallel course to prevent A from tacking. A luffs; X responds promptly, but there is contact. A protests. What should the call be?



Answer 1

At position 2 A is right-of-way boat and X is keeping clear of her. Rule 16.1 requires A to give X room to keep clear when she changes course. A fails to give X room when she luffs. Penalize A.

Question 2

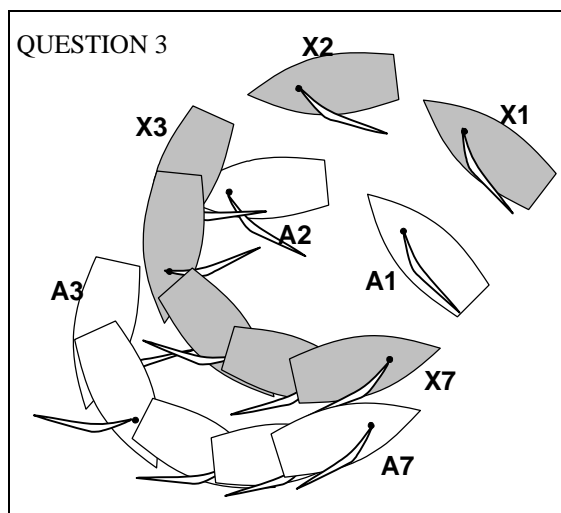
A and X are beating on starboard tack. A bears away to gybe out, and X also bears away. At position 3 A is clear ahead. When A gybes onto port, X maintains her course and there is contact. X protests. What should the call be?

Answer 2

A gives up right of way when she gybes, so X is not subject to rule 15. A breaks rule 10. Penalize A.

Question 3

Same situation as Question 2, except that A is able to gybe and keep clear of X. X chooses to gybe and then luffs hard to turn inside A. Because A (now leeward boat on port tack) also luffs, there is contact. X protests. What should the call be?



Answer 3

When X gybes, she becomes keep clear boat. Rule 15 does not apply as X gave up right of way. However, rule 16.1 now applies if A changes course. By changing course without giving X room to keep clear, A breaks rule 16.1. Penalize A.

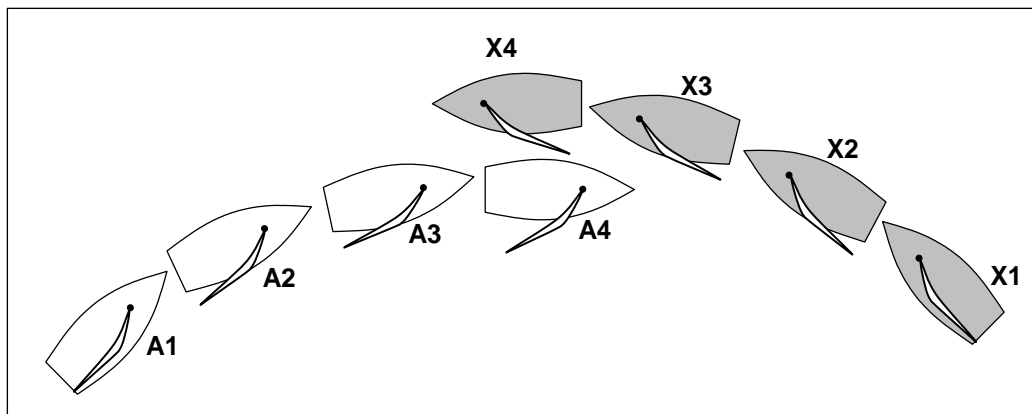
If A were to stop changing course the moment X gybes and there were still contact (or if A does change course but there clearly would have been contact even if she had not) then X breaks rule 11.

CALL D2

Rule 10 **On Opposite Tacks**
Rule 16.2 **Changing Course, Opposite Tacks**

Question

On a windward leg in light winds, X on starboard and A on port are on converging courses. At approximately three lengths from X, A bears away to avoid X. X then bears away, so that the boats remain on a collision course. Both A and X continue to bear away, until they finally pass one another with the wind approximately abeam. A protests. What should the call be?



Answer

Penalize X. After the start rule 16.2 prohibits a starboard tack boat from changing course if that requires a port tack boat, that is keeping clear by sailing to pass astern of her, to have to change course immediately to continue to keep clear.

When X alters course between position 1 and 2, A does not have to make an immediate change of course, so no rule is broken.

When X alters course between positions 2 and 3, she breaks rule 16.2. Boat A was keeping clear by sailing to pass astern of X, but after X's latest change of course A has to change course immediately to continue to keep clear.

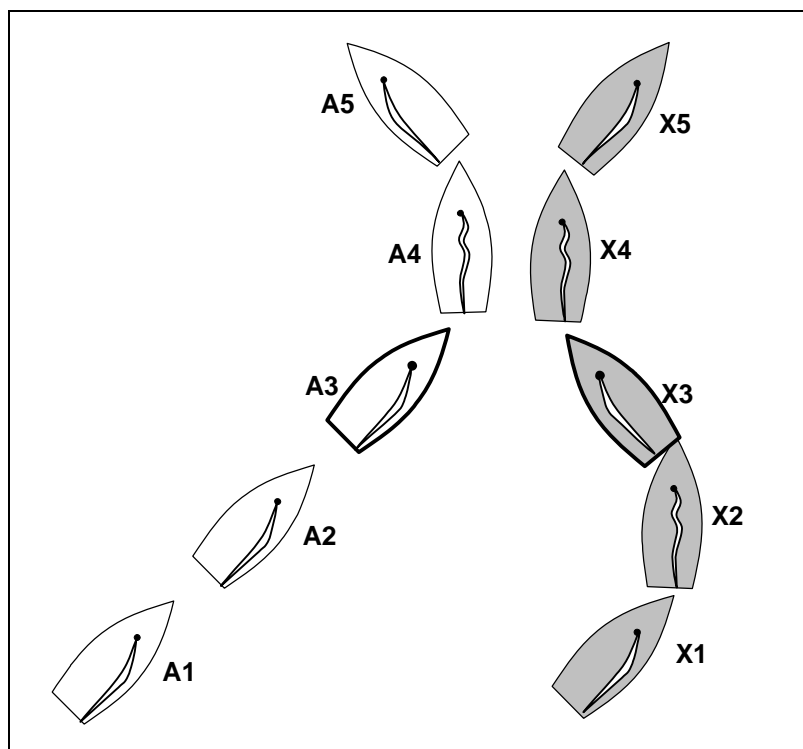
When the wind is stronger or the boats are moving faster, if X performs a similar manoeuvre she will break rule 16.2 when further from A.

CALL D3

Rule 10 **On Opposite Tacks**
Rule 13 **While Tacking**
Rule 15 **Acquiring Right of Way**

Question

A and X are sailing on port tack on a windward leg. X tacks onto starboard close to A. When X completes her tack onto starboard, both boats immediately have to luff and tack away to avoid contact. A protests. What should the call be?



Answer

Neither boat breaks a rule. At position 3 X acquires right of way through her own actions and must initially give A room to keep clear. By tacking back onto port, she gives A room to keep clear. No penalty.

If A has to take avoiding action before X completes her tack, X breaks rule 13.

If at position 4 the boats are so close that there is risk of contact, or A had to tack in an unseamanlike way, then X breaks rule 15

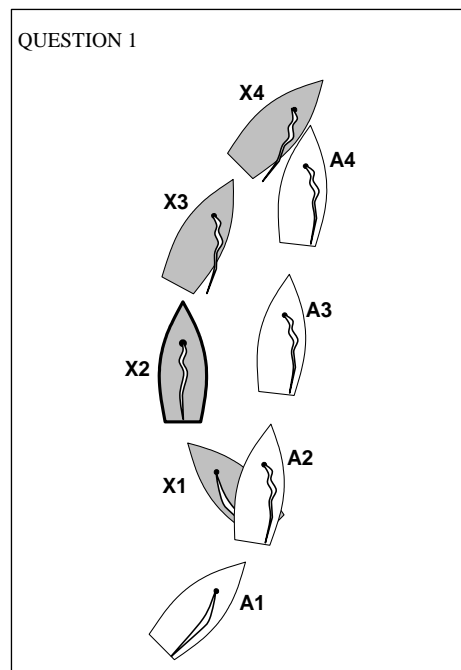
A boat acquiring right of way may comply with rule 15 by altering course herself.

CALL D4

Rule 13 While Tacking Rule 16.1 Changing Course

Question 1

X on starboard tack crosses ahead of A on port tack on a windward leg. As A passes X's stern, X luffs, and tacks onto port. Meanwhile, after sailing behind X and while X is still on starboard, A luffs above close-hauled and heels to windward to make it difficult for X to complete her tack without making contact with A. There is contact and X protests. What should the call be?



Answer 1

After position 2 X gives up right of way, so rule 15 does not apply. A establishes a leeward overlap either instantaneously or while X is subject to rule 13, so rule 17.1 does not apply. As A does not alter course after position 2, rule 16 does not apply. X breaks rule 13. Penalize X.

Question 2

If A luffs after X passes head-to-wind, and as a result there is contact, will the answer still be the same?

Answer 2

It depends. After X passes head-to-wind, rule 16.1 applies to A when she changes course. If A gives X room to keep clear, but contact occurs, X breaks rule 13. Penalize X.

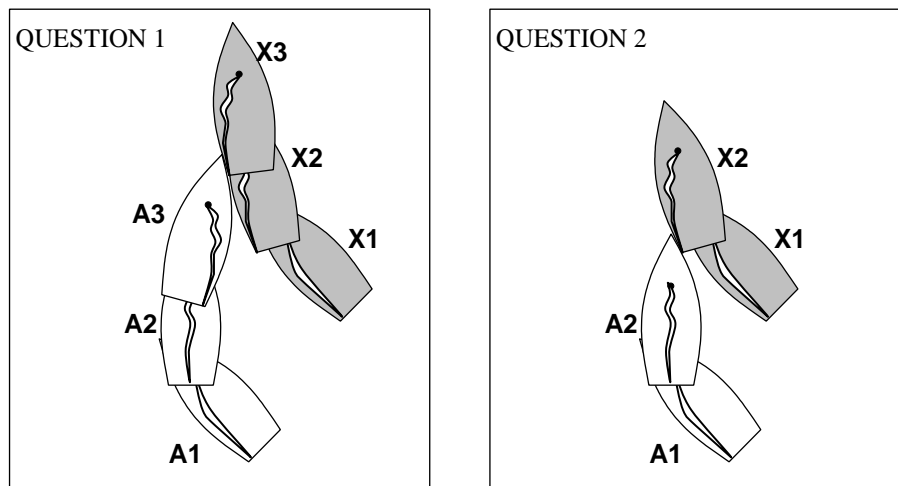
If A luffs without giving X room to keep clear even if X promptly reverses her tack, A breaks rule 16.1. Penalize A.

CALL D5

Rule 11	On the Same Tack, Overlapped
Rule 13	While Tacking
Rule 16	Changing Course
Rule 17.1	On the Same Tack; Proper Course, Leeward Boat

Question 1

Two boats A and X are on a beat, having a close tacking duel. Both are on starboard tack and A is subject to rule 17.1. A luffs to tack astern of X, which she can do if X does not change course. As soon as A starts to luff, X also luffs. A passes through head to wind and makes contact with X's quarter. A protests. What should the call be?



Answer 1

Until A passes head to wind, X's only obligation is to keep clear. A is subject to rule 17.1 and may only sail above her proper course if she promptly sails astern of X.

As soon as A passes head to wind, X becomes right of way boat and any change of course from this moment must comply with rules 16.1 and 16.2. If contact is caused by X's change of course after position 2, X breaks rules 16.1 and 16.2. Penalize X.

If contact would occur even if X holds her course between position 2 and 3, A breaks rules 17.1 and 13. Penalize A.

Question 2

Will the answer be different if the contact occurs before A reaches head to wind?

Answer 2

A breaks rule 17.1.

In addition, if X is able to respond to the change of course by A, but fails to do so and does not keep clear, then she breaks rule 11. Penalize both boats.

However, if A's alteration of course does not give X room to keep clear, then A also breaks rule 16.1. Penalize A only.

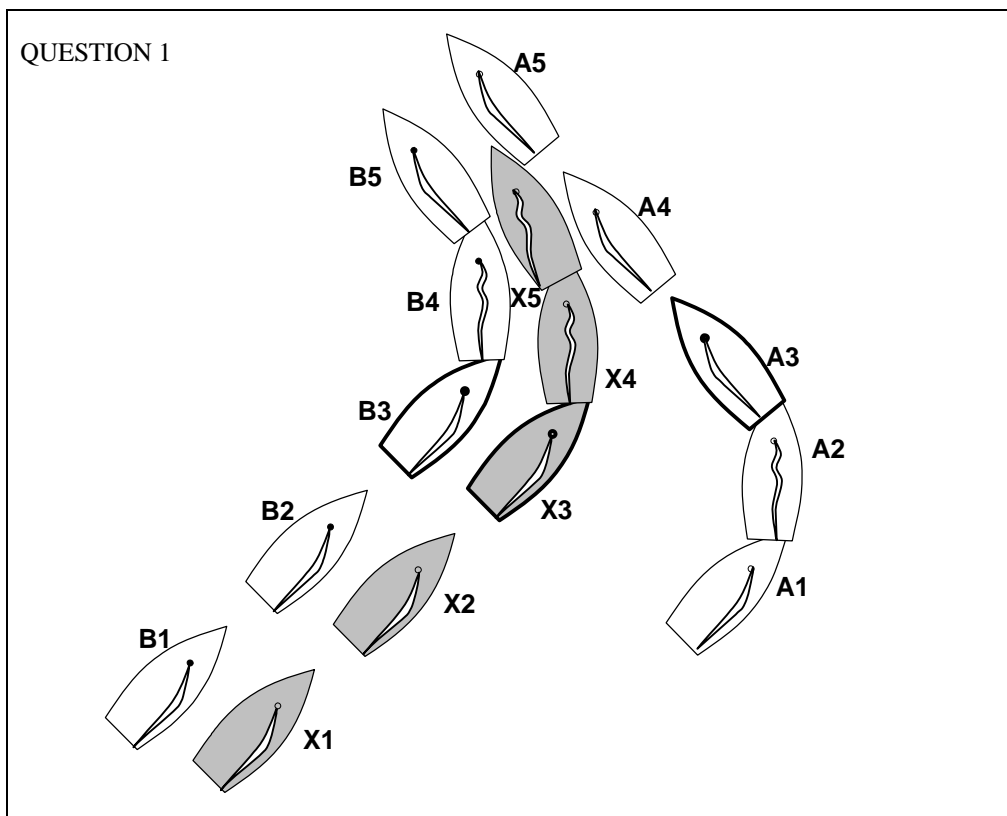
A boat 'sails astern' (reference rule 17.1) of another boat if, while sailing on either tack, she becomes wholly behind a line abeam from the aftermost point of the other's hull and equipment.

CALL D6

- Rule 10** **On Opposite Tacks**
Rule 15 **Acquiring Right of Way**
Rule 18.2(a) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**
Rule 19 **Room to Tack at an Obstruction**

Question 1

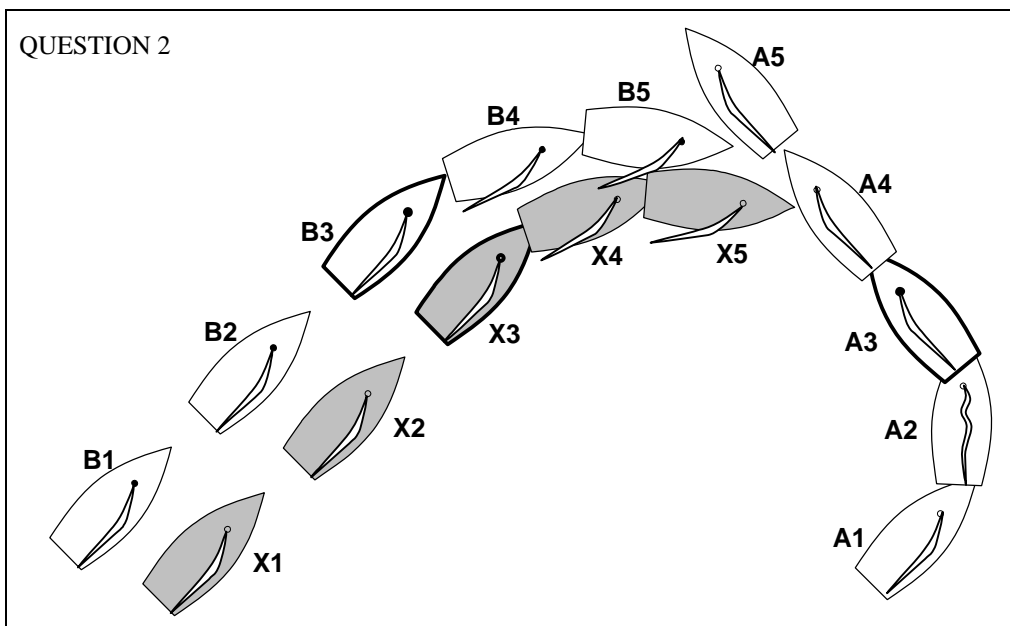
On a beat to windward A is on port tack, ahead and to leeward of opponent X and team-mate B. A tacks onto starboard. At position 3 her tack is complete and X calls for room to tack. B tacks as soon as possible, but there is not room for X to tack between A and B. X protests. What should the call be?



Question 2

The circumstances are the same, except that at position 3, X bears away to pass astern of A. B also bears away to pass astern but there is insufficient room and she makes contact with both A and X. B protests. What should the call be?

QUESTION 2



Answer to Questions 1 and 2

If A completes her tack so close to X and B that they can neither both keep clear by tacking, nor both keep clear by bearing away to pass astern of A, then A breaks rule 15, Acquiring Right of Way. Penalize A.

If X and B could have kept clear by tacking, but X chooses to bear away astern of A and there is insufficient room for B, then X breaks rule 18.2(a), penalize X.

If X and B could have kept clear by bearing away, but X chooses to hail for room to tack and B responds as soon as possible to the hail but there is still contact between the boats, then X breaks rule 19.1 by not giving B time to respond to her hail. Penalize X.

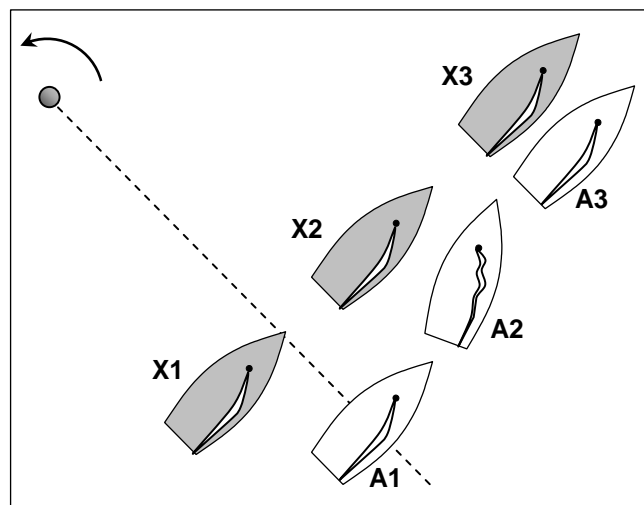
If, when a boat acquires right of way, she forces another boat to break a rule while keeping clear, she has not given that other boat room to keep clear and therefore breaks rule 15.

CALL D7

Rule 11	On the Same Tack; Overlapped
Rule 16.1	Changing Course
Rule 17.1	On the Same Tack; Proper Course, Leeward Boat

Question 1

A and X, close-hauled on port tack, approach the starboard tack layline near the windward mark. A is subject to rule 17.1. Both boats sail beyond the layline, and are clearly over-standing the mark. A luffs and is then forced to bear away to avoid contact with X who has held her course. There is a protest. What should the call be?



Answer 1

When A luffs it is clear that her proper course is to luff in order to tack towards the mark. A gives X room to keep clear as required by rule 16.1. A is then unable to sail her new course without the need to take avoiding action. X does not keep clear and breaks rule 11. Penalize X.

Question 2

What should the call be if due to shifty winds and/or rough seas it is not clear whether the boats are over-standing the mark?

Answer 2

It is not yet clear that A's only proper course is on the other tack. A breaks rule 17.1 when she sails above her proper course (close-hauled) without promptly sailing astern of X. If X could have responded to the luff and kept clear, but either did not respond or did not respond enough, she breaks rule 11. Penalize both.

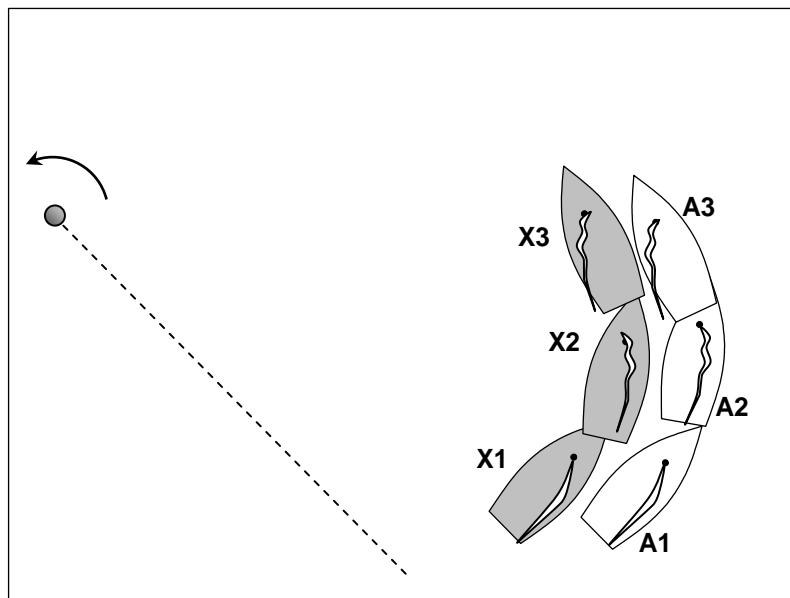
CALL D8

Rule 13 While Tacking

Question

X has sailed A, both on port, beyond the layline to the windward mark to let team-mates overtake. Eventually X starts to tack and A does likewise, so that they are both between head to wind and close-hauled on starboard at the same time.

Before reaching close-hauled on starboard, X brings her rig upright and hits the rig of A. X protests. What should the call be?



Answer

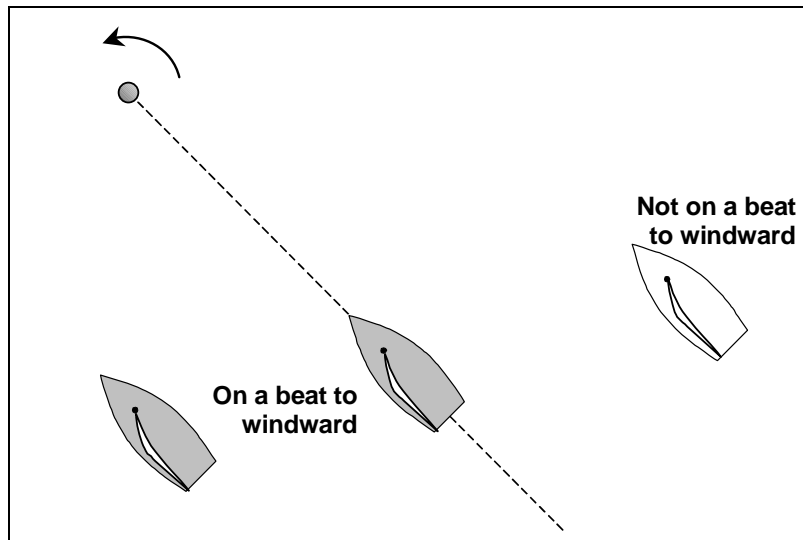
Because both boats are subject to rule 13, X has to keep clear of A. Penalize X.

CALL D9

Rule D1.1(a) On the Same Tack; Proper Course, Windward Boat

Question

Rule D1.1(a) refers to 'on a beat to windward'. When is a boat considered to be on a beat to windward?



Answer

A boat is on a beat to windward when her proper course is to sail no lower than close-hauled.

If a boat is sailing towards the windward mark and is clearly well above the layline because she has over-stood it, or because of a windshift, she is no longer on a beat to windward.

If there is any doubt, or if she is only marginally above the layline, it is assumed that she is on a beat to windward.

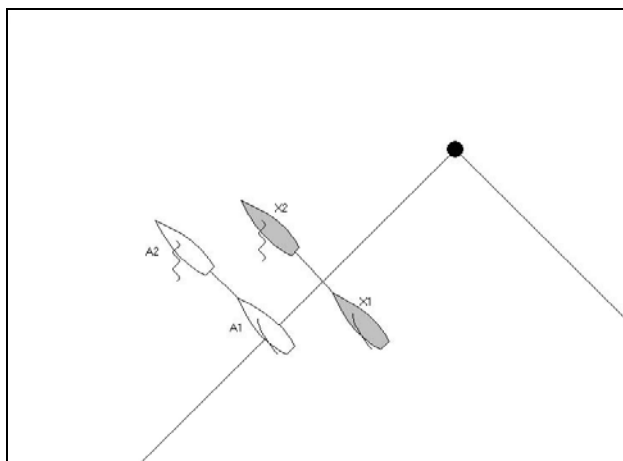
This has significance with regard to rule 17.2, as modified by rule D1.1(a). When a boat sailing towards the windward mark is clearly well above the layline and subject to this rule she may not sail below her proper course.

A close-hauled course is any course a boat might sail to achieve her maximum velocity made good to windward in the existing sea and wind conditions.

A leg is considered a beat to windward for a boat if her proper course at that time is close-hauled or above close-hauled; a leg where this is no longer true is no longer a beat to windward.

CALL D10

Rule D1.1(a) On the Same Tack; Proper Course, Windward Boat



Question

A and X, close-hauled on starboard tack, approach the port-tack layline near the windward mark. The mark is to be left to starboard. Both boats sail beyond the layline, and are clearly over-standing the mark. Instead of tacking for the mark, X maintains her position on starboard tack, thereby preventing A from tacking. X keeps clear of A. A protests. What should the call be?

Answer

In position 1, X is clearly on a beat to windward. In position 2, X is clearly beyond the layline, but because her proper course is to tack, she is still on a beat to windward. Therefore, rule 17.2, as modified by D1.1(a), does not apply to her. No penalty. (Note that once she tacks, she is no longer on a beat to windward — see Call D9.)

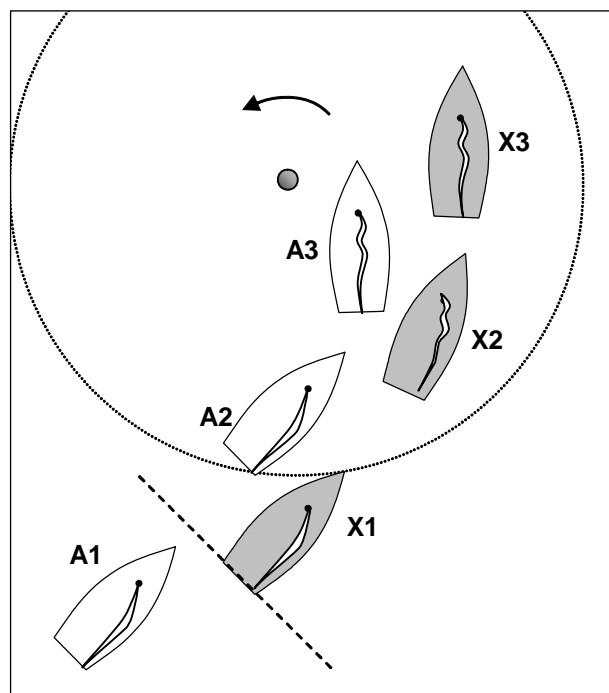
CALL E1

Rule 13 While Tacking

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question

X and A are both close-hauled on port tack when X reaches the two-length zone of a port-hand windward mark. X is clear ahead of A. X luffs to tack around the mark, but the presence of A prevents X from tacking and X protests. What should the call be?



Answer

Because X is clear ahead when she reaches the two-length zone, A must keep clear of her until they have rounded the mark unless X passes head to wind. This applies even when A becomes overlapped inside X: A must still keep clear and has no right to room. However, if X passes head to wind, rule 13 applies and rule 18.2(c) no longer does. Also, while the boats are on opposite tacks on the beat, no part of rule 18 would apply.

X may therefore luff to head to wind and A must keep clear of X which she does. No penalty.

CALL E2

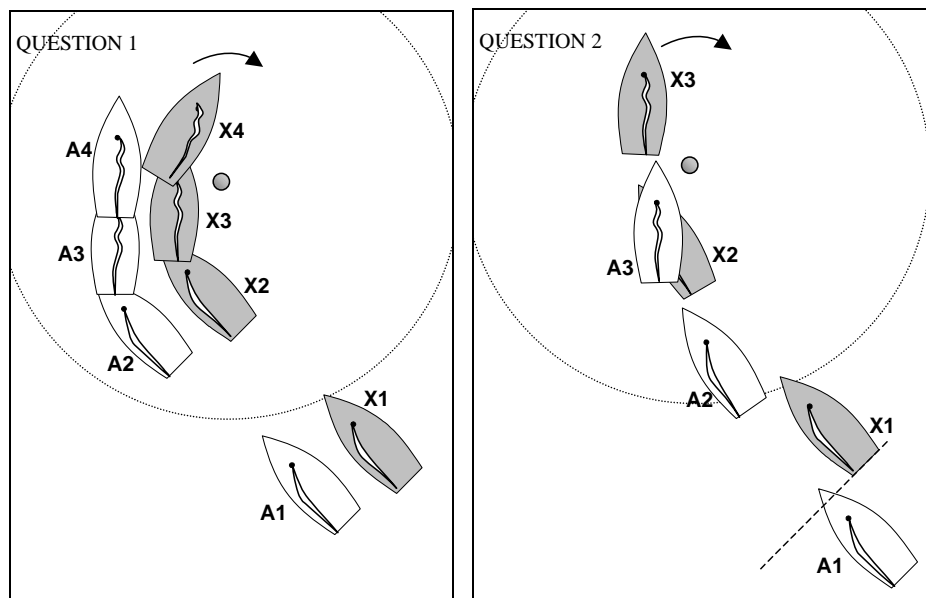
Rule 13 While Tacking

Rule 18.2(a) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule

Rule 18.2(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped at the Zone

Question 1

Approaching a starboard-hand windward mark on starboard tack, A and X are overlapped and level at the two-length zone. A gives X sufficient room to luff to head to wind, but when X begins to tack, her stern swings and hits A. A protests. What should the call be?



Answer 1

A is right-of-way outside boat when X reaches the two-length zone, and must give X room to round the mark. Tacking is a normal part of rounding this mark. A fails to give X room to tack round the mark. Penalize A, and exonerate X for breaking rule 13 under rule 64.1(b).

Question 2

At the same mark A and X are just overlapped on starboard tack at the two-length zone with A behind. A quickly becomes clear astern, but then changes course to be directly behind X. As X's stern draws level with the mark, A hails 'Don't tack in my water' and prevents X from tacking round the mark. X protests. What should the call be?

Answer 2

A is right-of-way outside boat when X reaches the two-length zone, and must give X room to round the mark. This obligation does not cease when A becomes clear astern. A fails to give X room to tack round the mark. Penalize A.

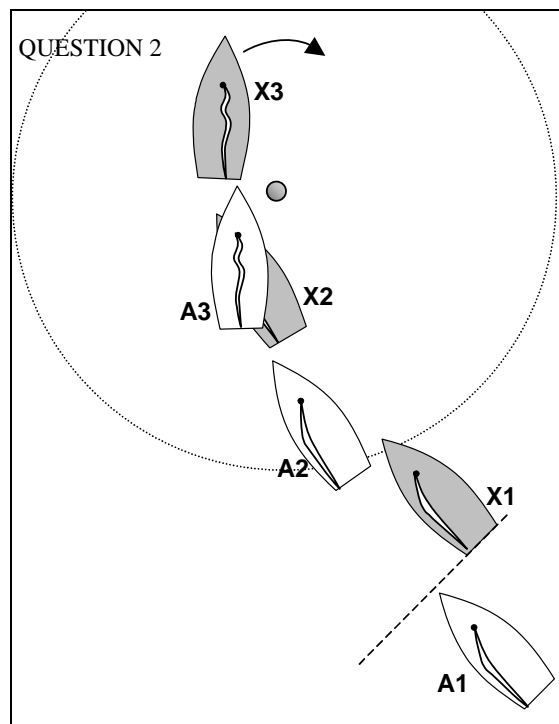
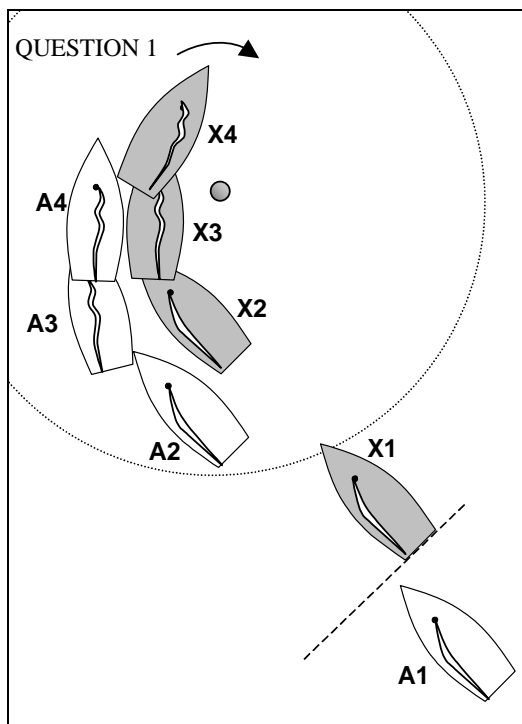
Room to round or pass includes room to tack when this is a normal part of the manoeuvre.

CALL E3

- Rule 13** **While Tacking**
Rule 16 **Changing Course**
Rule 18.1 **Rounding and Passing Marks and Obstructions: When this Rule Applies**
Rule 18.2(a) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**
Rule 18.2(d) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Changing Course to Round or Pass**
Rule D1.1(b) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone**

Question 1

Approaching a starboard-hand windward mark on starboard tack, X is clear ahead of A at the two-length zone. X slows and A becomes overlapped outside her. X then luffs to tack round the mark, passes through head to wind, and her stern swing causes contact with A. X protests. What should the call be?



Answer 1

X reaches the zone clear ahead, so A becomes keep clear boat until X passes head to wind. In addition, when A becomes overlapped on the outside, she must give X room to round the mark. This includes room to tack, as tacking is a normal part of the manoeuvre of rounding the mark. Penalize A, and exonerate X under rule 64.1(b).

Question 2

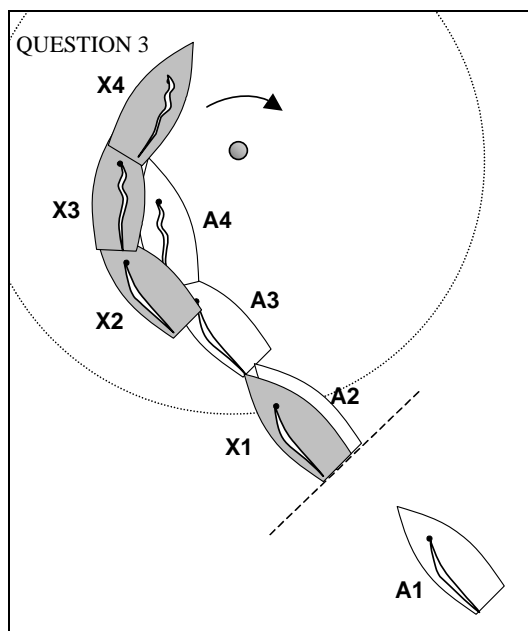
Same situation as question 1, except this time A remains directly behind X. X luffs to tack, but as her stern draws level with the mark, A hails 'Don't tack in my water' and prevents X from tacking round the mark. X protests. What should the call be?

Answer 2

When X reaches the two-length zone clear ahead, A becomes keep clear boat until both boats have passed the mark, or until X passes head to wind, when rule 18.2(c) ceases to apply and rule 13 applies instead. A can therefore change course while X remains on starboard tack, but X cannot pass head to wind unless she can do so and still keep clear of A. No penalty.

Question 3

Same situation as question 1, except this time A is further astern, and slightly to windward of X. X luffs and tacks. A luffs to round the mark, and as a result A makes contact with X while A is still on starboard tack. X protests. What should the call be?



Answer 3

When X passes head to wind, 18.2(c) ceases to apply. The boats become on opposite tacks on a beat and therefore no part of rule 18 applies. A becomes right of way boat subject to rule 16. Provided X would have kept clear of A if A had not changed course after X passed head to wind, then A fails to give X room to keep clear and breaks rule 16.1. Penalize A.

CALL E4

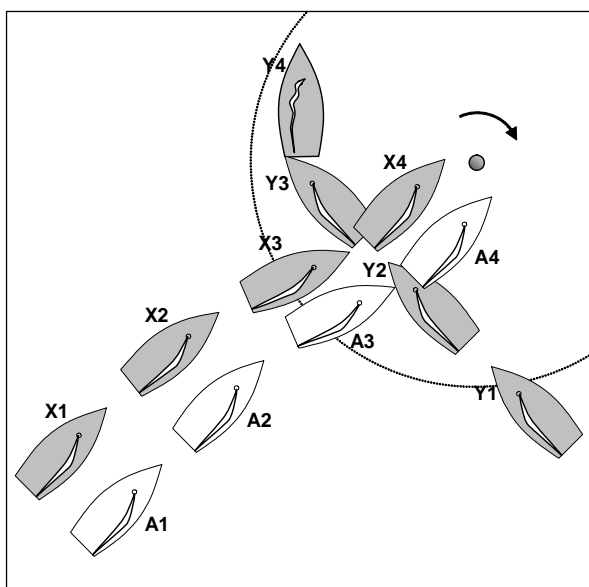
Rule 11 On the Same Tack; Overlapped

Rule 18.2(a) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule

Rule 18.2(d) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Changing Course to Round or Pass

Question

X and A are approaching a starboard-hand windward mark, overlapped and level, on port tack. A, to leeward, is on the layline. X is on collision course with her team mate Y who is on starboard tack. X hails A for room to pass astern of Y. A gives her room, but as a result is forced to pass the wrong side of the mark. A protests. What should the call be?



Answer

With respect to the windward mark, A is inside boat and has right of way over X, so X must keep clear of A and give her room to round the mark.

With respect to Y, A and X both have to keep clear of Y, so Y ranks as an obstruction to both. At position 2 A and X are both about to pass the same side of Y, so rule 18.2(a) applies. A is outside right-of-way boat and must give X room to pass Y.

Once A has given X room to pass Y, X's obligation is to continue to keep clear of A. If A is able to pass the mark, rule 18 applies between A and X, and A may luff as she pleases to round the mark on the correct side. However, because A is unable to pass the mark on the correct side, rule 18 no longer applies. X's only obligation is to keep clear, which she does. No penalty.

Rule 19.1, Room to Tack at an Obstruction, does not apply when A and X meet Y, because A does not herself have to make a substantial change of course to avoid Y.

CALL E5

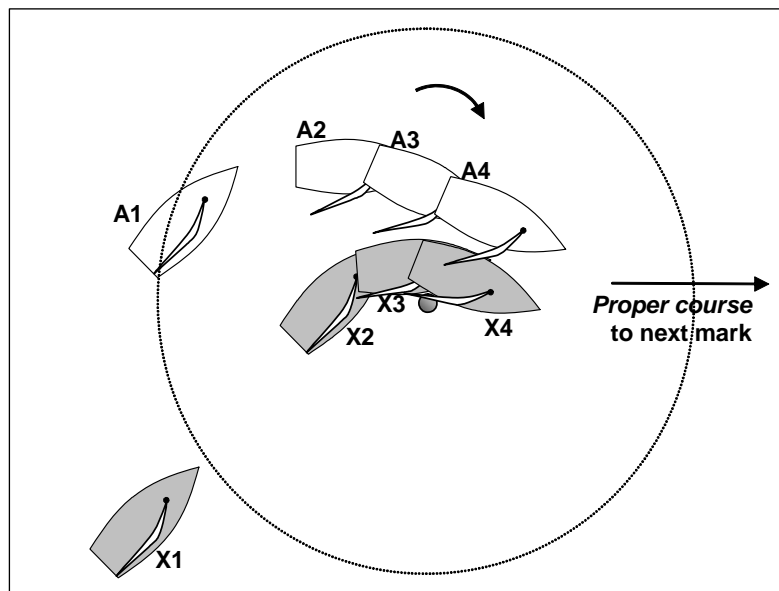
Rule 11 On the Same Tack, Overlapped

Rule D1.1(a) On the Same Tack; Proper Course, Windward Boat

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question

In a steady wind boat A, on port tack, reaches the two-length zone of a starboard-hand windward mark clear ahead and slightly above the layline. The next leg is a close reach. A stops with her bow 1½ lengths to windward of, and level with, the mark. Boat X, on the port tack layline, tries to sail between A and the mark, but A bears away onto a beam reach to 'close the door', and X makes contact with A and the mark. X protests. What should the call be?



Answer

Because A is clear ahead of X when she enters the two-length zone, she has right of way and X must keep clear of A until both boats have passed the mark. In addition, A is not constrained by rule 16, Changing Course, when she changes course to round the mark.

However A may not sail below her proper course when X is overlapped to leeward because she is no longer on a windward leg. At position 3 A is clearly below her proper course and X is passing her to leeward. A breaks rule 17.2. Penalize A.

X breaks rule 18.2(c) by failing to keep clear. However, X would have kept clear if A had not broken rule 17.2, and she is therefore exonerated for breaking rules 18.2(c) and 31.1 under rule 64.1(b).

CALL E6

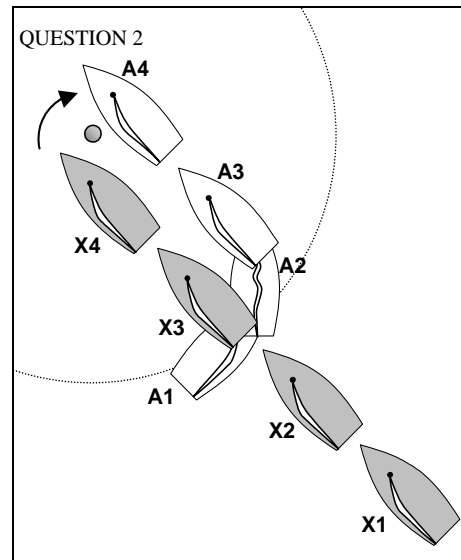
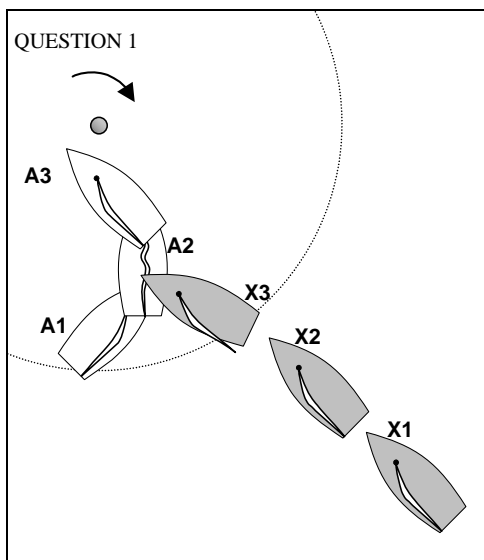
Rule 12 On the Same Tack, Not Overlapped

Rule 18.2(a) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule

Rule 18.2(e) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlap Rights

Question 1

A, approaching a starboard-hand windward mark on port tack, completes a tack within the two-length zone clear ahead of X. After A is on a close-hauled course X bears away to avoid her. X protests. What should the call be?



Answer 1

At position 3 A completes her tack and has not broken rule 13. X is not fetching the mark, and A's tack was not to round the mark, so rule 18.3 does not apply. A becomes clear ahead, and X is required to keep clear. No penalty.

Question 2

A, approaching a starboard-hand windward mark on port, completes a tack within the two-lengths zone inside X. X is on the layline, and does not give A room to round the mark, forcing A to pass the wrong side of the mark. A protests. What should the call be?

Answer 2

Because X is not fetching the mark, rule 18.3 does not apply. When the boats become overlapped, rule 18.2(a) requires X to give A room to pass the mark, provided X is able to give room when the overlap begins. X can give room by bearing away as soon as the overlap is established, but fails to do so. Penalize X.

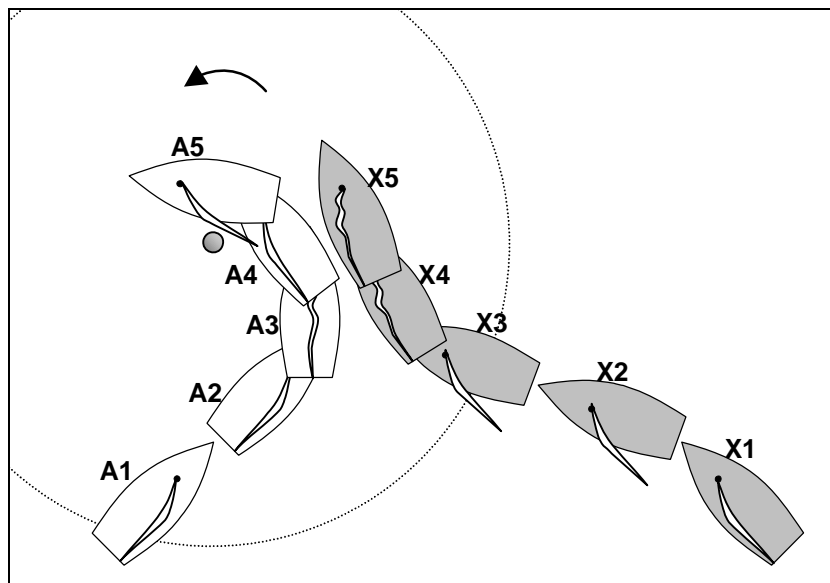
A boat can fetch a mark if she can round or pass it on the correct side without changing tack, leaving it to leeward.

CALL E7

Rule 18.3(a) Rounding and Passing Marks and Obstructions: Tacking at a Mark

Question

A approaching from port, tacks ahead and to leeward of X inside the two-length zone of a port-hand windward mark. At position 1 X bore away for the mark, but after A completes her tack X has to luff and sail above close-hauled at position 5 to avoid A. X protests. What should the call be?



Answer

X's change of course at position 1 does not break rule 16.2 because A does not have to change course immediately to keep clear.

X is fetching the mark and A completes her tack inside the two-length zone. Rule 18.3 therefore applies, and by causing X to sail above close-hauled to avoid her A breaks rule 18.3(a). The fact that X bore away at position 1 does not in any way lessen A's obligation under rule 18.3(a) not to cause X to sail above close-hauled to avoid her. Penalize A.

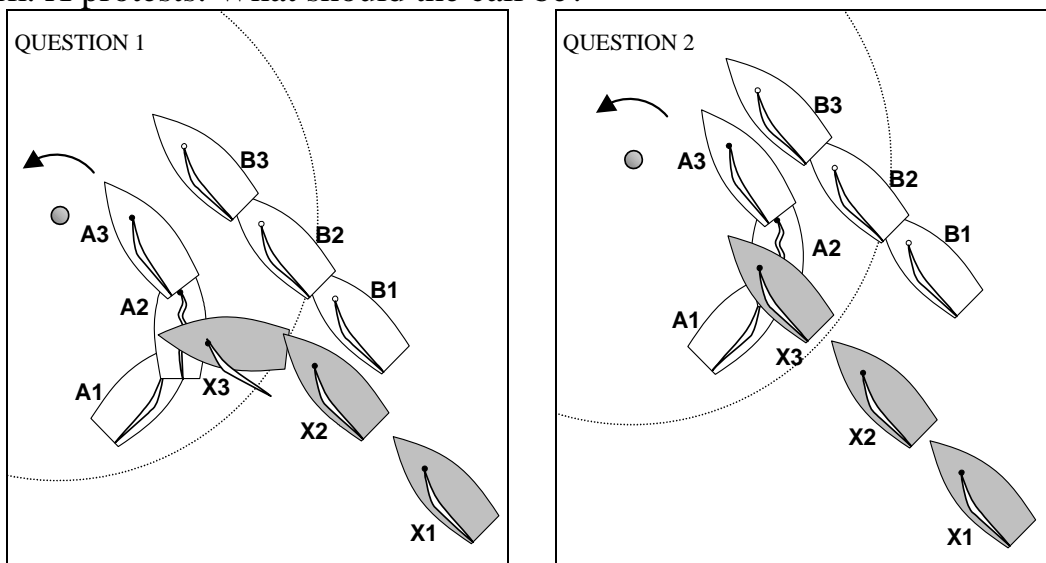
CALL E8

Rule 18.3(a) Rounding and Passing Marks and Obstructions: Tacking at a Mark

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question 1

B reaches the two-length zone of a port-hand windward mark on starboard tack clear ahead of X. A approaches on port and tacks inside the zone ahead of X. A reaches a close-hauled course and X has to bear away to avoid her because of the presence of B. As a result X passes the wrong side of the mark. X protests. What should the call be?



Answer 1

As B reached the zone clear ahead of X, X has to keep clear of B. After A's tack X must keep clear of her too, and can only do so by passing the wrong side of the mark. A's tack prevents X from passing the mark. A breaks Rule 18.3(a). Penalize A.

Question 2

The situation is the same except that A tacks slightly further to windward and X establishes a leeward overlap on A. The presence of B prevents A from giving X room, and X makes contact with A and the mark. X protests. What should the call be?

Answer 2

A tacks inside the zone and X is fetching the mark. When X establishes an inside overlap, A is required to give X room, and rule 15 does not apply to X. A fails to give X room and breaks rule 18.3(b). Penalize A.

One boat prevents another from passing a mark when her actions compel the other boat to sail the wrong side of the mark.

CALL E 9

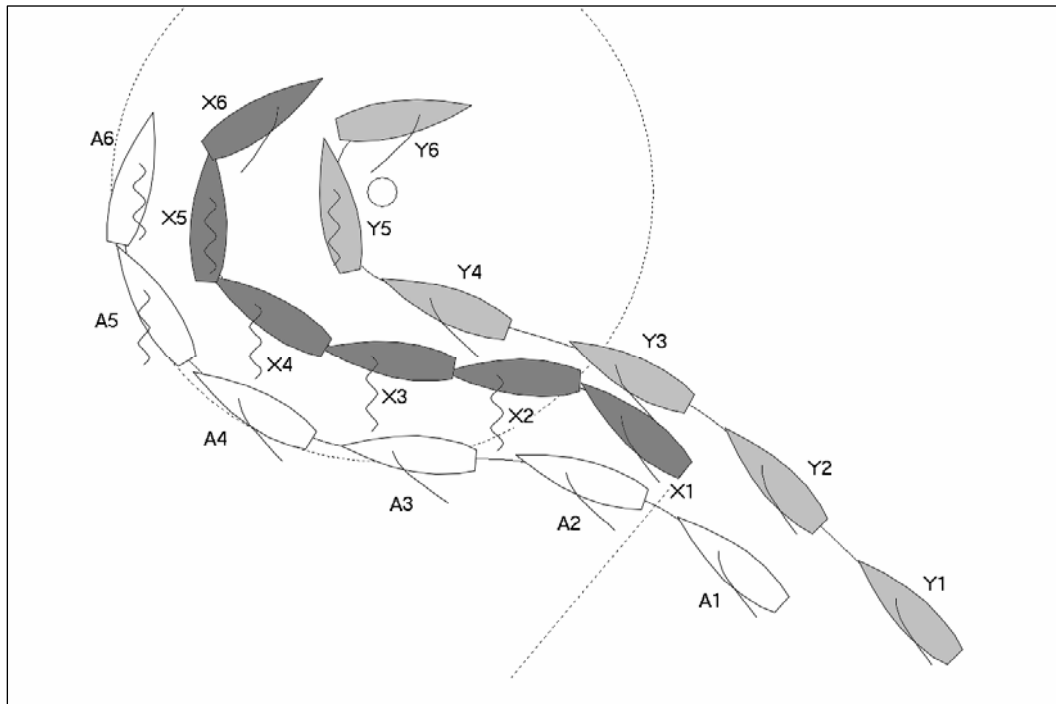
Rule 16.1 Changing Course

Rule D1.1(a) On the Same Tack; Proper Course, Windward Boat

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question

At a starboard-hand windward mark, X and A are both close-hauled on starboard tack when X reaches the two-length zone clear ahead of A. X slows and A becomes overlapped to leeward of her. X bears off, forcing A to sail lower and allowing Y to pass between X and the mark. When X reaches the port tack layline, she tacks and rounds the mark. A protests. What should the call be?



Answer

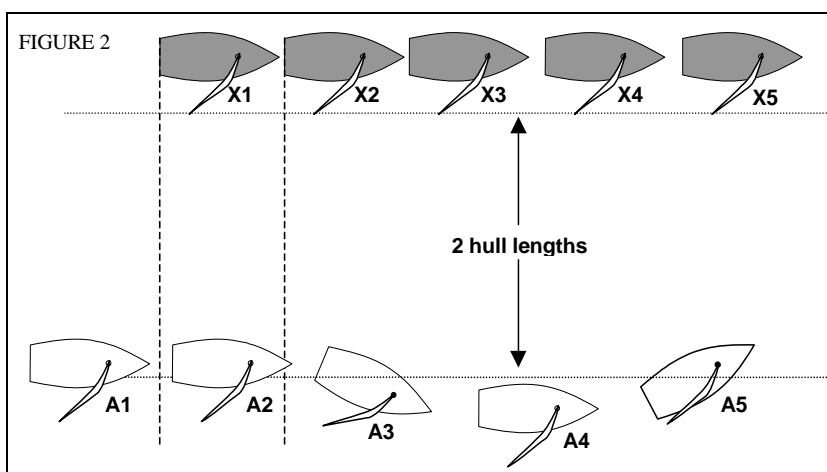
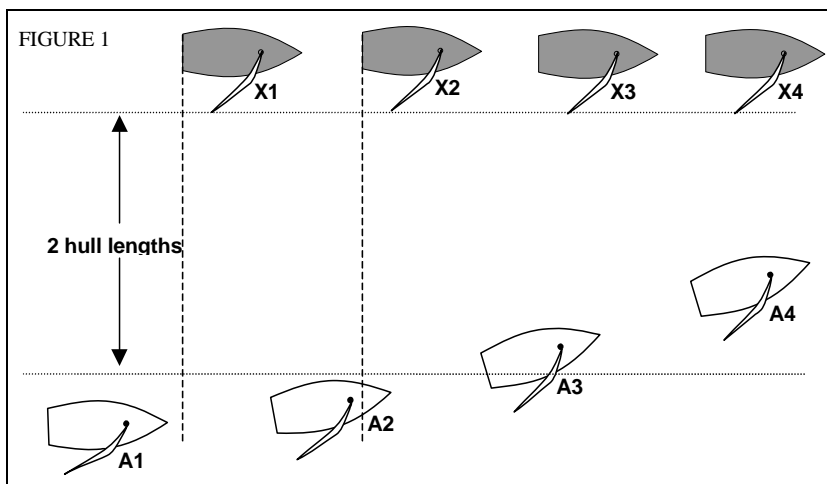
No rule is broken, provided that when X changes course away from the mark she gives A room to keep clear as required by rule 16.1. Because X is clear ahead of A when she enters the two-length zone, X has right of way under rule 18.2(c) and A must keep clear of her while rule 18 continues to apply. Since the boats are on a beat to windward (see Call D9), X is entitled to sail below her proper course and A must keep clear.

CALL F1

Rule 17.1 On the Same Tack; Proper Course, Leeward Boat

Question

Under what circumstances can A establish a leeward overlap from clear astern and still have the right to sail above her proper course?



Answer

Figure 1: The overlap is established when the boats are more than two lengths apart. Rule 17.1 doesn't apply to A and she is entitled to sail above her proper course.

Figure 2: The overlap is established when the boats are less than two lengths apart. A may not sail above her proper course while the boats remain within this distance. However if A sails more than two lengths away from X without breaking the overlap, she no longer has a proper course restriction and is entitled to sail above her proper course.

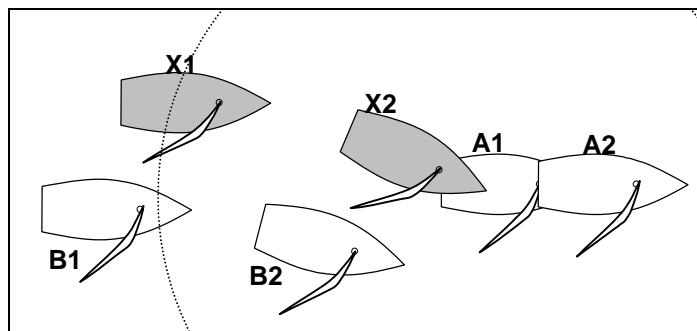
The distance between boats is measured between the closest points of hull, crew or equipment in normal position.

CALL F2

- Rule 11** **On the Same Tack, Overlapped**
Rule 18.1 **Rounding and Passing Marks and Obstructions: When this Rule Applies**
Rule 18.2(a) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**
Rule D1.1(a) **On the Same Tack; Proper Course, Windward Boat**
Definitions **Obstruction**

Question

Three boats, A, X and B, are reaching on proper courses. B is approximately two lengths line astern of A, and X is overlapped to windward of B. A slows, intending to luff X. X hails for room to pass to leeward of A and bears away. B protests. What should the call be?



Answer

A is a right-of-way boat and is therefore an obstruction to X and B. However at position 1 X is about to pass it to windward and B is about to pass it to leeward, so rule 18 does not apply between them at this time.

Because A is an opponent who can be expected to luff X if X attempts to pass to windward, passing A to leeward is a proper course for X. Therefore X does not break rule 17.2 by bearing away to pass A to leeward.

Once X has borne away, X and B are about to pass A on the same side. Rule 18.2(a) applies and X is entitled to room. No penalty.

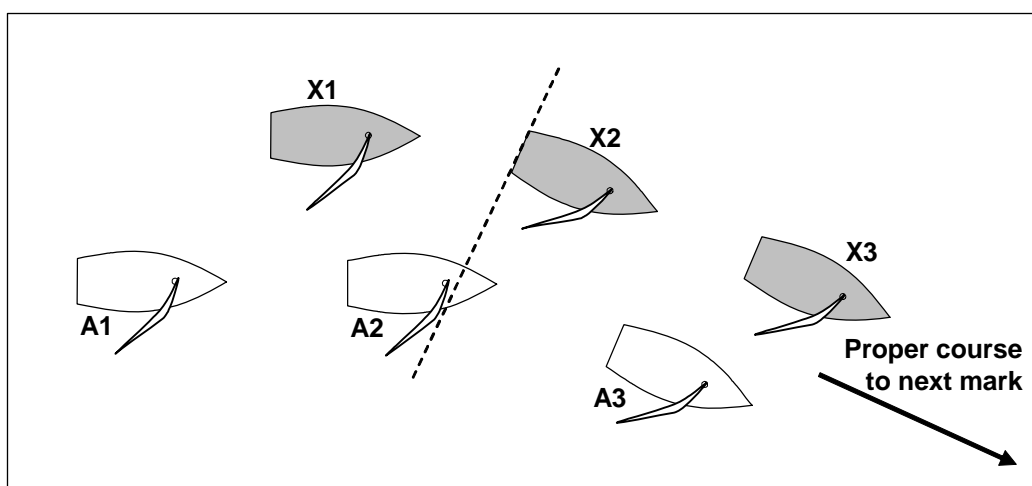
However, if B chooses to pass A to windward, then this too is a proper course, and X must keep clear.

CALL F3

Rule 17.1 On the Same Tack; Proper Course, Leeward Boat

Question

A and X are reaching, both above their proper courses, with X just clear ahead and one length to windward of A. X bears away so that the boats become overlapped. A promptly bears away to a proper course. X protests. What should the call be?



Answer

Rule 17.1 begins to apply when the boats become overlapped. From that moment on, A must sail no higher than her proper course from the position she is in when the overlap begins (position 2) - i.e., she must sail no higher than a course that she would sail in the absence of X from position 2 to reach the next mark as quickly as possible. By bearing away promptly, A complies with this rule. No penalty.

The answer is the same if the overlap is established through A sailing faster rather than X bearing away.

A boat has no obligation to be on a proper course in anticipation of a proper course requirement that does not yet exist. A new requirement to sail a proper course applies from that time and from the position the boat is then in.

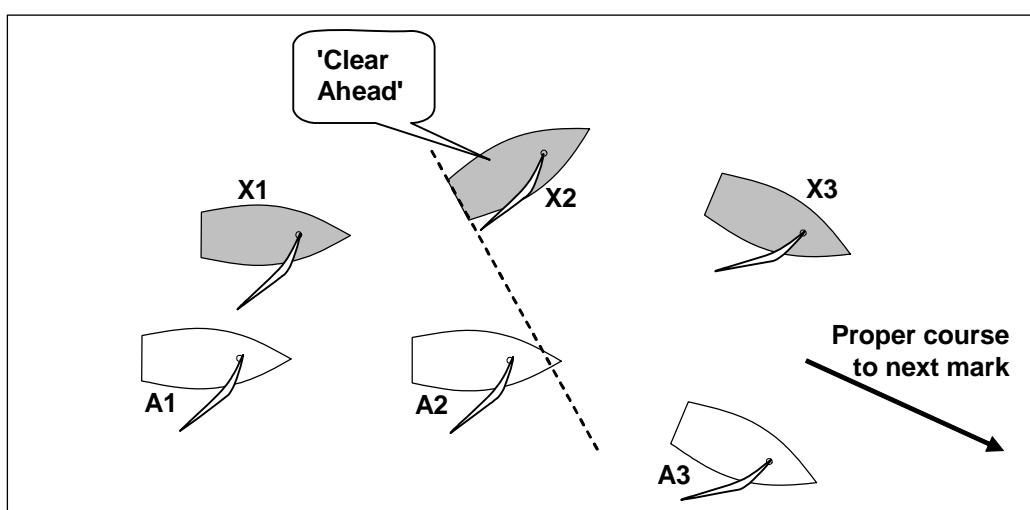
CALL F4

Rule 11 **On the Same Tack, Overlapped**

Rule 17.1 **On the Same Tack; Proper Course, Leeward Boat**

Question

A and X are reaching, both above their proper courses. They are overlapped and A is entitled to sail above her proper course. X luffs, trying to become clear ahead. Then, believing (wrongly) she is clear ahead, she hails 'Clear Ahead'. A bears away to a proper course and protests. What should the call be?



Answer

No penalty. X's hail of what she believes to be true does not carry any significance within the rules. Because X has failed to become clear ahead, A is under no obligation to bear away to a proper course.

If A does not bear away, then X may protest; in the above circumstances the umpires would again signal no penalty.

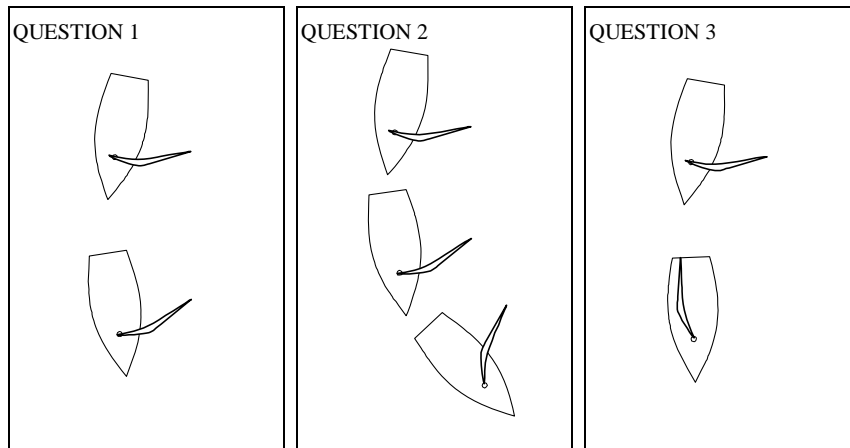
If X were to bear away and cause contact, then she would break rule 11 whether or not her luff had broken the overlap.

CALL G1

Definitions Leeward and Windward
Definitions Tack, Starboard or Port

Question 1

A boat sailing downwind on starboard tack bears away until she is sailing by the lee, with the wind continuing to fill her mainsail. Which tack is she on?



Answer 1

Starboard tack. The definition states that 'when (a boat is) sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies'. Since her mainsail remains filled on her port side, the port side is her leeward side. She is on the tack 'corresponding to her windward side', i.e. starboard tack.

Question 2

The boat now bears away further, with her boom still out over her port side, because now her crew is holding it there while the wind is backing her mainsail. Which tack is she now on?

Answer 2

Port tack. She is now neither running directly downwind nor sailing by the lee. She is therefore on the tack corresponding to the side which is away from the wind. In this case there can be no doubt that this side is her starboard side; she is therefore on port tack.

Question 3

A boat on starboard tack bears away until she heads directly downwind and to slow her speed, her crew holds the boom along the centreline. The wind is hitting the port side of her mainsail, although this is indicated only by her leech moving towards her starboard side. Which tack is she on?

Answer 3

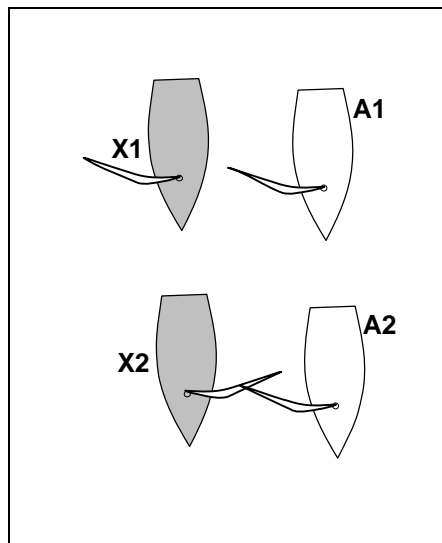
Port tack. As she is sailing directly downwind her leeward side is defined as the side on which her mainsail lies. This is her starboard side. She is therefore on port tack.

CALL G2

Rule 10 **On Opposite Tacks**
Rule 11 **On the Same Tack, Overlapped**

Question

Two boats A and X are running directly downwind, both on port tack. X, the leeward boat, gybes onto starboard without changing course, and her boom hits A's boom. A protests. What should the call be?



Answer

At position 1 A is required by rule 11 to keep clear. After X gybes, A is required by rule 10 to keep clear. X cannot have broken rule 16.1, because she does not change her course. As A has been keep clear boat throughout, rule 15 does not apply to X.

A breaks rule 10. Penalize A.

CALL G3

Rule 17.1 On the Same Tack; Proper Course, Leeward Boat

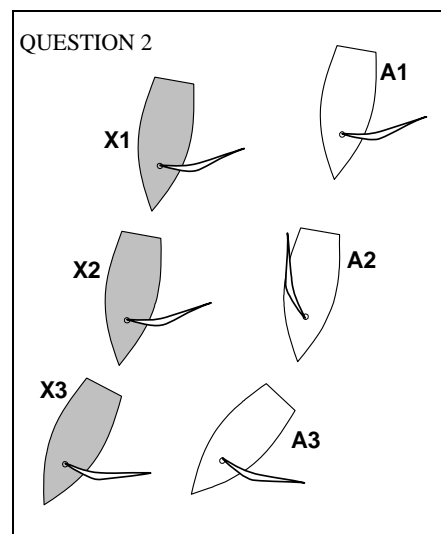
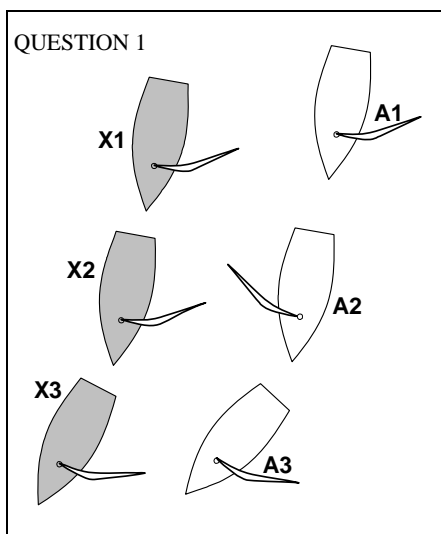
Definitions Leeward and Windward

Definitions Overlap

Definitions Tack, Starboard or Port

Question 1

A and X are overlapped on starboard tack on a very broad reach. A is subject to rule 17.1. Without changing course, A gybes, allowing her boom to go right across and her sail to fill on the new tack. She then immediately gybes back and luffs X. X responds to the luff and protests. What should the call be?



Answer 1

Because A's sail fills in a running position after the gybe, she is sailing by the lee, and has therefore changed tack. When she gybes back onto starboard tack, she establishes a new overlap 'instantaneously', so rule 17.1 does not apply. No penalty.

Question 2

The circumstances are the same except that A's first 'gybe' is performed by pulling the boom just across the centre-line, flicking the boom so the sail fills on the new side, and then immediately pushing the boom back to the previous side. A then luffs, X responds and protests. What should the call be?

Answer 2

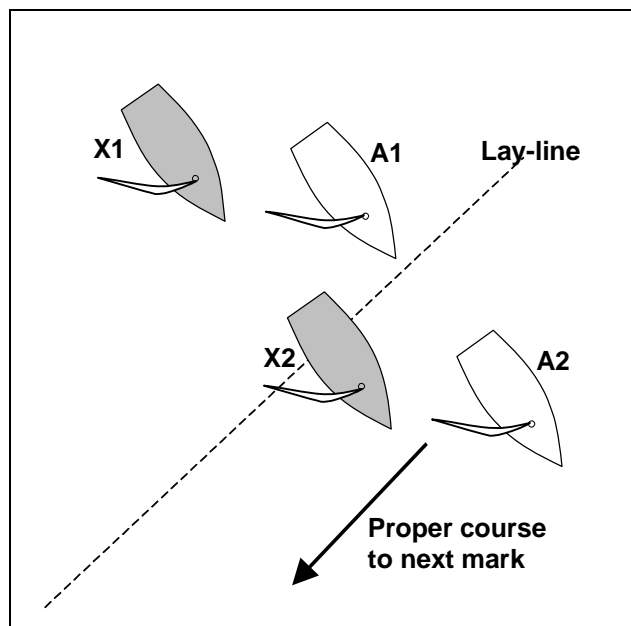
A is never sailing by the lee. Therefore the tack she is on is determined by her windward side. Because this does not change, she remains on starboard tack throughout the manoeuvre and therefore breaks rule 17.1 when she luffs. Penalize A.

CALL G4

Rule 17.1 On the Same Tack; Proper Course, Leeward Boat **Definitions Proper Course**

Question 1

Nearing the end of the downwind leg, A and X are overlapped on the same tack; X is subject to rule 17.1 and is sailing her proper course. Soon her proper course will be to gybe for the mark. When must she begin bearing away to gybe?



Answer 1

X must bear away to gybe at the time she would have borne away to gybe to finish as quickly as possible, had A not been there. If she clearly delays beyond this time she breaks rule 17.1 by sailing above her proper course.

Question 2

When X is clearly beyond the layline A protests. What should the call be?

Answer 2

X breaks rule 17.1. Penalize X.

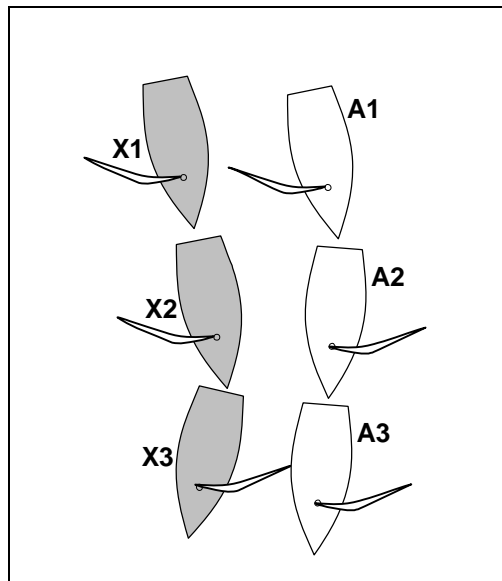
In cases where there is doubt whether or not X is beyond the layline: no penalty.

CALL G5

Rule 10 **On Opposite Tacks**
Rule 15 **Acquiring Right of Way**

Question

Boats A and X are running on port tack, overlapped and level, with their hulls between $\frac{1}{2}$ and 1 length apart. A, the windward boat, gybes onto starboard tack and then holds her course. X responds promptly by gybing but her boom hits A's hull. A protests. What should the call be?



Answer

When A gybes onto starboard, she acquires right of way, and must initially give X room to keep clear.

If X reacts promptly, and in a seamanlike way, and contact occurs, then A breaks rule 15. Penalize A.

If X either delays her response, or gybes in an unseamanlike way, and as a result contact occurs, then X breaks rule 10. Penalize X.

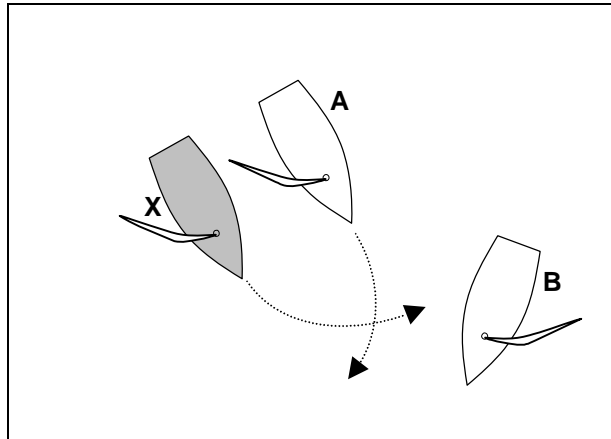
When a boat gains right of way and another boat must take action to keep clear, the keep-clear boat must begin to take that action immediately and the right of way boat must give her room to do so. A seamanlike gybe includes letting the boom go out at the end of the gybe, but not necessarily fully. It also includes rolling the boat, but only to the extent required to facilitate steering. See also Umpire Principle 4.

CALL G6

- Rule 11** **On the Same Tack, Overlapped**
Rule 17.1 **On the Same Tack; Proper Course, Leeward Boat**
Rule 18.1 **Rounding and Passing Marks and Obstructions: When this Rule Applies**
Rule 18.2(a) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**

Question

A and X are overlapped on port tack on a downwind leg. X is subject to rule 17.1. Both boats are on collision course with B on starboard tack. A hails for room to gybe but X luffs to pass astern of B, which is a proper course for X. A keeps clear and protests. What should the call be?



Answer

Rule 18 only applies when boats are about to round an obstruction on the same side. Until such time, A must keep clear of X, and X must not sail above her proper course. A keeps clear of X and gives her room while she does so. No penalty.

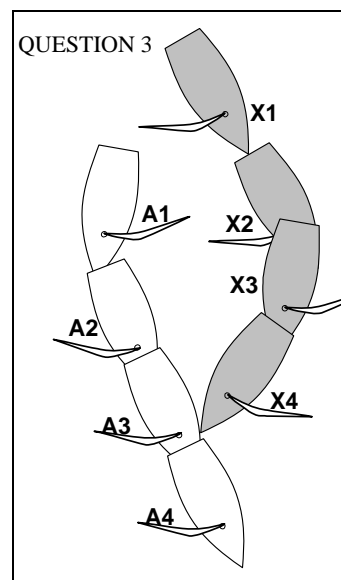
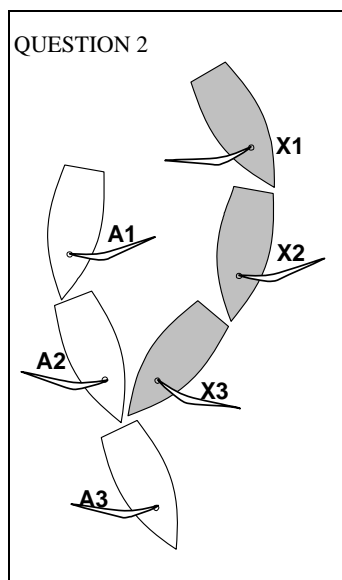
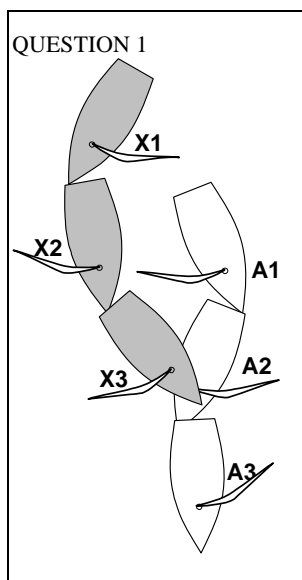
If X chooses to gybe to keep clear of B, she must give A room to pass on the same side of B as she passes.

CALL G7

Rule 10	On Opposite Tacks
Rule 15	Acquiring Right of Way
Rule 16.2	Changing Course

Question 1

A and X are on opposite tacks on a run. A crosses ahead of X on port, bears away and gybes onto starboard. At the same time X bears away and gybes onto port. X is crossing astern of A, but A bears away again causing X immediately to luff to avoid contact. X protests. What should the call be?



Answer 1

A acquires right of way through her own actions, and must initially give X room to keep clear. A gives X room: at position 2 X is keeping clear of, and crossing, A. When A alters course after position 2, X has to change course immediately to continue to keep clear. A breaks rule 16.2. Penalize A.

Question 2

The circumstances are similar except that initially A is on starboard and X on port tack. Both boats bear away and gybe simultaneously. X has to alter course to avoid A. X protests. What should the call be?

Answer 2

A gives up right of way by gybing, so rule 15 does not apply. A fails to keep clear and breaks rule 10. Penalize A.

Question 3

As question 2 except that A gybes momentarily before X.

Answer 3

A retains right of way when she gybes. X acquires right of way when she gybes, so rule 15 applies and X must initially give A room to keep clear. X gives A room by luffing. No penalty.

CALL H1

Rule 12 **On the Same Tack, Not Overlapped**

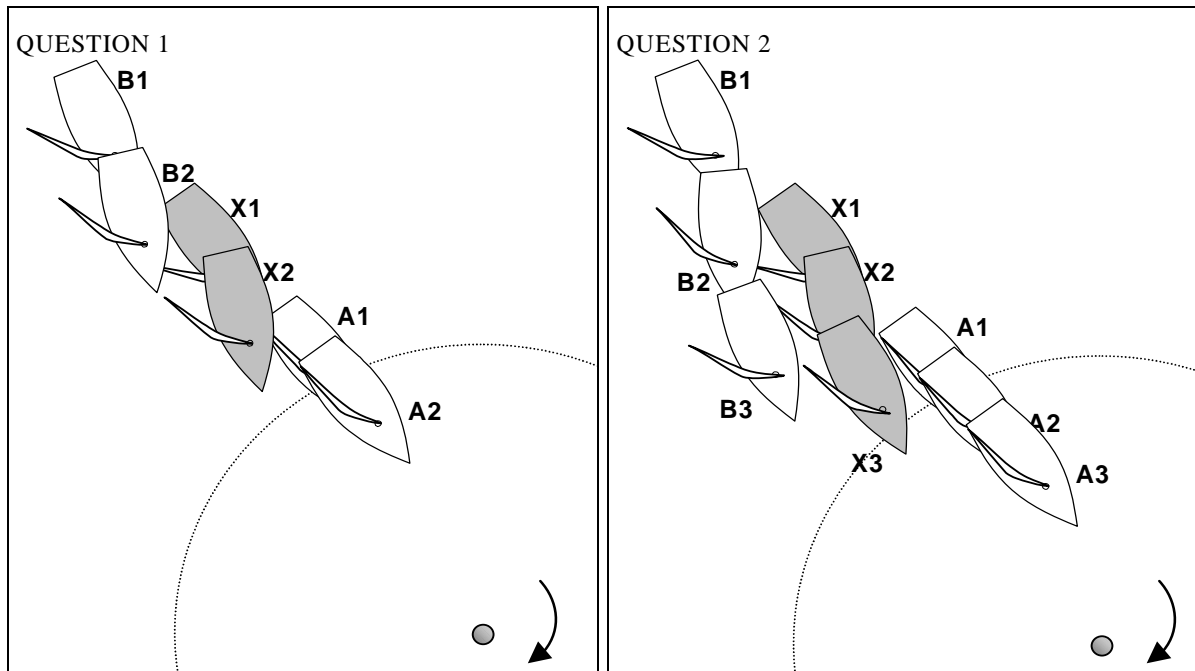
Rule 18.2 **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear**

Rule D1.1(a) **On the Same Tack; Proper Course, Windward Boat**

Rule D1.1(b) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear**

Question 1

Three boats A, X and B, all on port tack, are approaching a gybe mark directly astern of each other. B was clear astern of X when X came within two lengths of A. A stops just inside the two-length zone. B bears away onto a course to pass to leeward of X. X bears away to pass to leeward of A. B and X become overlapped and B protests. What should the call be?



Answer 1

A is an obstruction because both X and B are required to keep clear of her under rule 18.2(c). B is clear astern of X when X enters A's two-length zone, so B must both keep clear and give X room (rule 18.2(c)). Under rule 17.2, X must not sail below her proper course, but sailing to leeward of A is a proper course. No penalty.

Question 2

If X and B are overlapped when X reaches the two-length zone of the mark, how does this limit the boats' actions?

Answer 2

A has right of way over both X and B under rule 18.2(c); each of them must keep clear of A until she has passed the mark, and is not entitled to room from A. B must give room to X to pass A.

X is subject to rule 18.2(a) (and 18.2(b) if the overlap is broken while the boats are rounding) with respect to B at the mark and must give room to B until both have passed the mark.

The presence of A may mean both boats have to pass the wrong side of the mark. X's obligation to give B room continues until either both boats have passed the mark, or they are no longer 'about to round'.

A boat racing is an obstruction for other boats if and only if they are required to keep clear of her or give her room.

CALL H2

Rule 16.1 **Changing Course**

Rule 18.2(d) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Changing Course to Round or Pass**

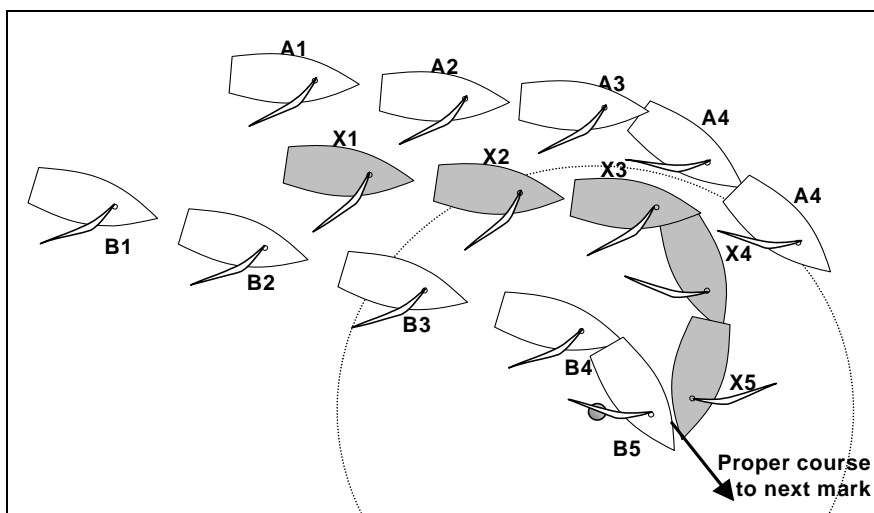
Rule 31.1 **Touching a Mark**

Rule D1.1(a) **On the Same Tack; Proper Course, Windward Boat**

Rule D1.1(b) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone**

Question

Three boats A, X, and B are approaching an off-wind mark to be left to starboard. The proper course after the mark is a broad reach on port tack. X has no proper course restriction, and is luffing A to slow her. When X reaches the two-length zone, B is clear astern. When B is alongside the mark, X bears away and gybes to prevent B from passing between her and the mark. B touches X and the mark and protests. What should the call be?



Answer

At position 2 B is subject to rule 18.2(c), and is keep clear boat with respect to X until both B and X have passed the mark. X as right-of-way boat under 18.2(c) is not subject to rule 16 when she changes course to round the mark (rule 18.2(d)). X may not sail below her proper course unless she gybes (rule 17.2).

X's change of course at position 5 is not to round the mark. Therefore rule 16 applies. B is so close to X that she cannot alter course to pass astern of X. She tries to keep clear by bearing away, but the presence of the mark prevents this. X breaks rule 16.1. Penalize X, and exonerate B under rule 64.1(b).

It is not seamanlike to hit a mark. When a keep clear boat entitled to room to keep clear is forced to hit a mark, she has not been given room.

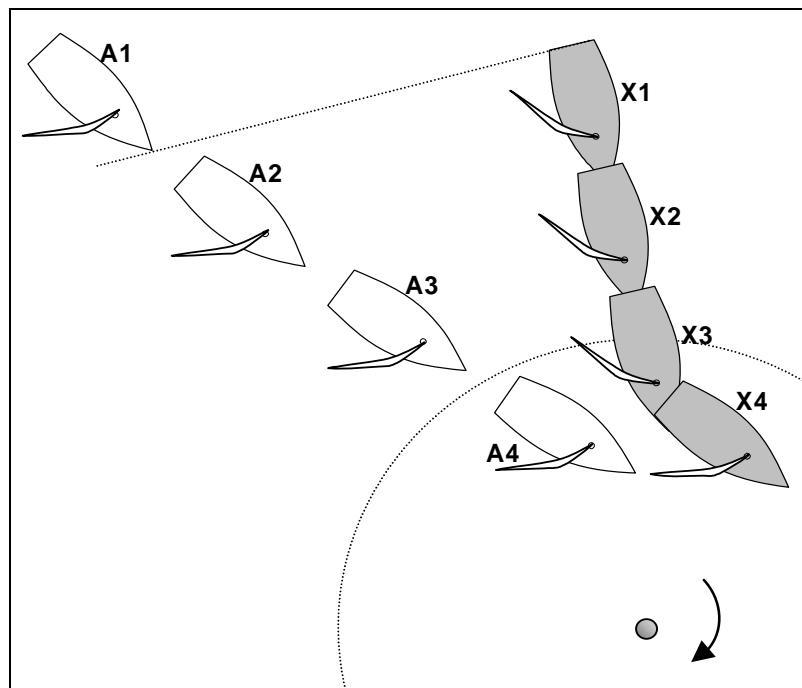
CALL H3

Rule 17.1 On the Same Tack; Proper Course, Leeward Boat

Rule D1.1(c) Deletion of rule 18.4

Question

When five lengths from a gybe mark to be left to starboard, A, sailing faster, establishes an overlap from astern three lengths to leeward of X. Although A's proper course is to gybe to round the mark, she sails X away from the mark. X protests. What should the call be?



Answer

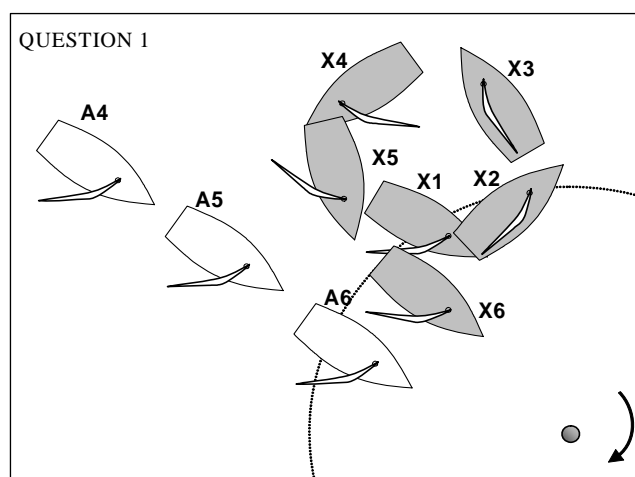
Because the overlap is established when A and X are more than two lengths apart, rule 17.1 does not apply and A may sail above her proper course. Rule 18.4 does not apply (see rule D1.1(c)), and therefore A may delay her gybe to sail A away from the mark. No penalty.

CALL H4

- Rule 18.1** **Rounding and Passing Marks and Obstructions: When this Rule Applies**
- Rule 18.2** **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear**
- Rule 20.2** **Penalty Turns**

Question 1

A penalized boat X on port tack is well ahead of A and within two lengths of the mark which is to be left to starboard. X then exonerates herself through an anti-clockwise turn. When X completes her penalty, A is within the two-lengths zone and has an inside overlap on X. A hails for room at the mark. X gives room and protests. What should the call be?



Answer 1

When X begins her exonerating manoeuvre, she is no longer 'about to pass' a mark and rule 18 does not apply. X is subject to rule 20.2, and is keep clear boat. When A and X become about to pass the mark, X is the outside keep clear boat required to give A room. No penalty.

Question 2

The situation is the same except that the mark is to be rounded to port. At position 5, X hails for room at the mark. A gives room and protests. What should the call be?

Answer 2

The boats are overlapped at position 5. X has completed her penalty and is required to keep clear as windward boat. Rule 18.2(a) also applies, and A must give X room to round the mark. No penalty.

CALL J1

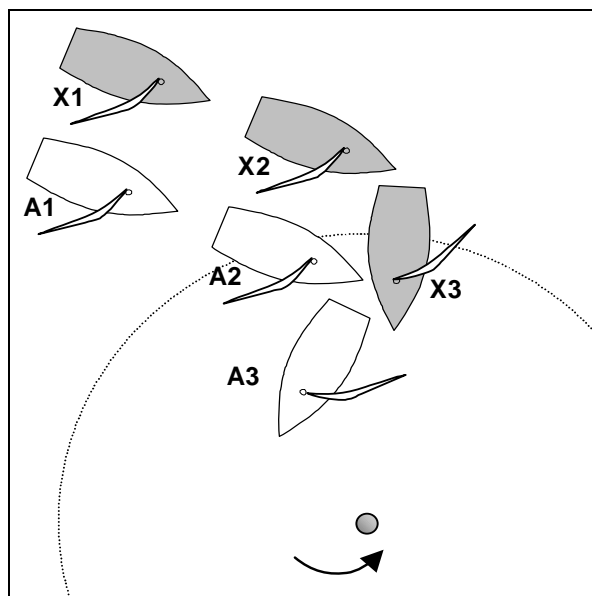
Rule 11 **On the Same Tack, Overlapped**

Rule 18.1 **Rounding and Passing Marks and Obstructions: When this Rule Applies**

Rule 18.2(a) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule**

Question

A and X are overlapped, broad reaching on port tack towards a leeward mark which is to be left to port. A has no proper course restriction, and is steering a course approximately $1\frac{1}{2}$ lengths to windward of the mark. A maintains her course until she is $1\frac{1}{2}$ lengths from the mark, then gybes to give X room. X protests. What should the call be?



Answer

Rule 18 starts to apply when boats are about to round the mark. This is at the latest when A reaches the two length zone. From that moment A must sail a course to give X room at the mark. By maintaining her course to position 2, A breaks rule 18.2(a). Penalize A.

It is not significant whether or not X hails for room.

A boat required to give room at a mark or obstruction is required to give room from the time that rule 18 starts to apply.

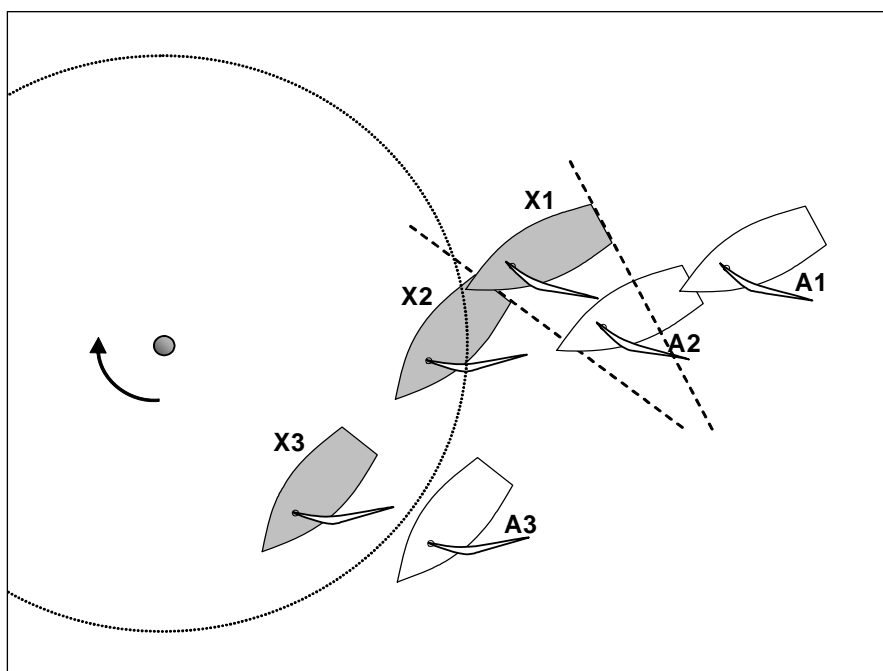
CALL J2

Rule D1.1(a) On the Same Tack; Proper Course, Windward Boat

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question

A and X are approaching a leeward mark to be left to starboard. When X reaches the two-length zone she is clear ahead of A. X bears away and at position 2 A gains a leeward overlap. X maintains her course until position 3 when A protests. What should the call be?



Answer

When X reaches the two length zone, X and A become subject to rule 18.2(c). A is keep clear boat until both boats have passed the mark.

Under rule D1.1(a), when X bears away and the boats become overlapped, X becomes subject to rule 17.2 and must not sail below her proper course. At position 2 she is sailing a proper course to pass the mark.

At position 3 X's course is no longer a proper course to pass the mark and therefore she breaks rule 17.2. Penalize X.

CALL J3

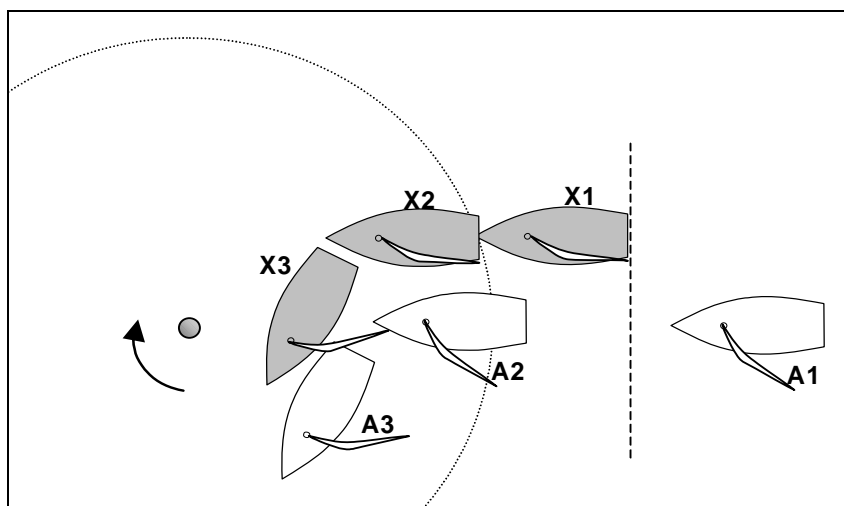
Rule 16 Changing Course

Rule 18.2(d) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Changing Course to Round or Pass

Rule D1.1(b) Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone

Question

X is on a reach clear ahead of A when she enters the two length zone of a leeward mark. X's course will take her to windward of the mark. She slows, and A becomes overlapped to leeward and about ½ boat's width from her. X now bears away hard to round the mark. A reacts promptly, but is unable to keep clear. A protests. What should the call be?



Answer

A is keep clear boat from position 1 until both boats have passed the mark.

When the boats become overlapped A must also give X room.

Because X's change of course to position 3 is to round the mark, rule 16 does not apply and A must keep clear. A fails to keep clear and breaks rule 18.2(c). Penalize A.

CALL J4

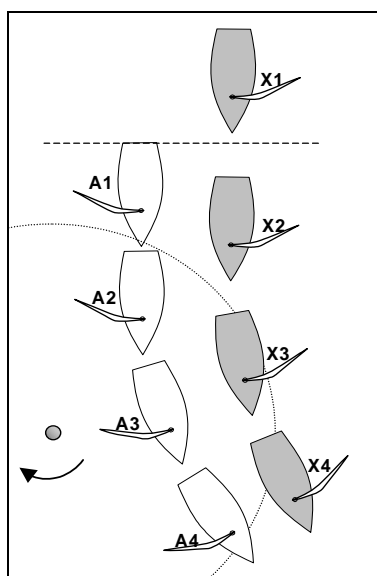
Rule 10 **On Opposite Tacks**

Rule 18.1 **Rounding and Passing Marks and Obstructions: When this Rule Applies**

Rule D1.1(b) **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Not Overlapped at the Zone**

Question

Boats A on port tack and X on starboard are sailing parallel courses on a run and are approaching a starboard-hand leeward mark. A is clear ahead when she reaches the two-length zone. A slows and X becomes overlapped outside her. A now sails past the mark and luffs slightly. X has to change course and protests. What should the call be?



Answer

When A reaches the zone, X becomes keep clear boat under rule 18.2(c) until both boats have passed the mark. When X becomes overlapped, she must also give A room. However, rule 18.2(c) only applies when the boats are passing, or about to pass, the mark or obstruction.

At position 3, the boats' courses are consistent with passing the mark and A retains her rights under rule 18.2(c). However at position 4, the boats' courses are clearly inconsistent with passing the mark, so rule 18 no longer applies. A is therefore the keep clear boat under rule 10, and by causing X to change course A fails to keep clear. Penalize A.

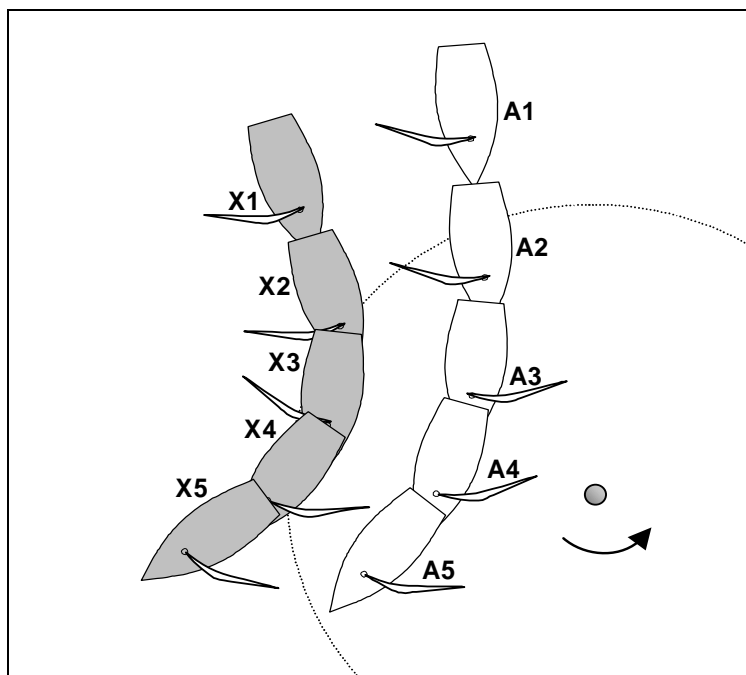
Rule 18 applies when boats are about to pass or passing a mark or obstruction. Therefore, if boats' courses clearly become inconsistent with this, they are no longer 'about to pass' and rule 18.2 no longer applies.

CALL J5

Rule 10	On Opposite Tacks
Rule 11	On the Same Tack, Overlapped
Rule 17	On the Same Tack; Proper Course
Rule 18.2(a)	Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear. Overlapped – Basic Rule
Rule D1.1(c)	Deletion of Rule 18.4
Definitions	Overlap

Question

A and X are overlapped, running on port tack towards a leeward mark to be left to port. When inside the zone A gybes onto starboard and changes course towards X. X is forced to gybe, and A then luffs X away from the mark. X protests. What should the call be?



Answer

At first X is required to give A room to round the mark, and A cannot sail below her proper course unless she gybes (rule 17.2).

When A gybes she acquires right of way and X must now also keep clear. Rules 17.1 and 18.4 do not apply and A may sail above her proper course.

A is entitled to luff from position 3 provided she gives X room to keep clear. No penalty.

CALL K1

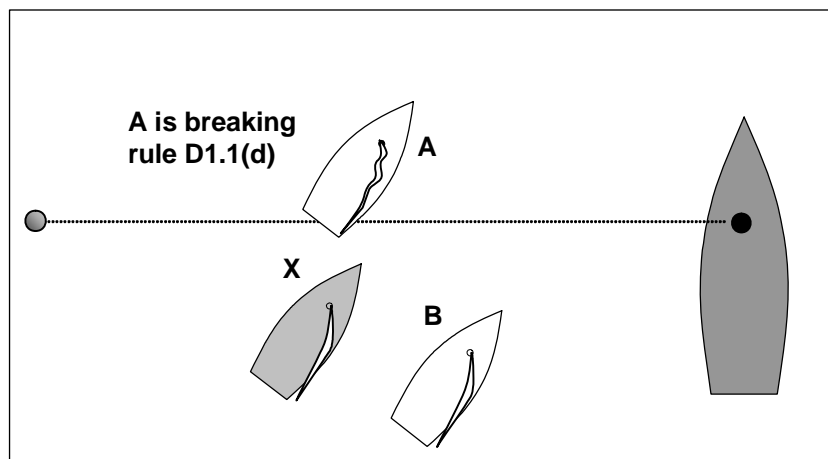
Rule 28.1	Sailing the Course
Rule 44.2	Penalties for Breaking Rules of Part 2: Two-Turns Penalty
Rule A5	Scores Determined by the Race Committee
Rule D1.1(d)	Interfering with Another Boat
Definitions	Finish
Definitions	Racing

Question 1

What are the obligations on a boat that has finished ?

Answer 1

A boat that has finished but not cleared the finishing line is still racing. Because she has finished she is no longer on the last leg of the course and does not have a proper course. She therefore breaks rule 22.3 (as introduced by rule D1.1(d)) if she acts to interfere with a boat that has not yet finished.



Question 2

Is there a required side of the finishing line to complete penalty turns?

Answer 2

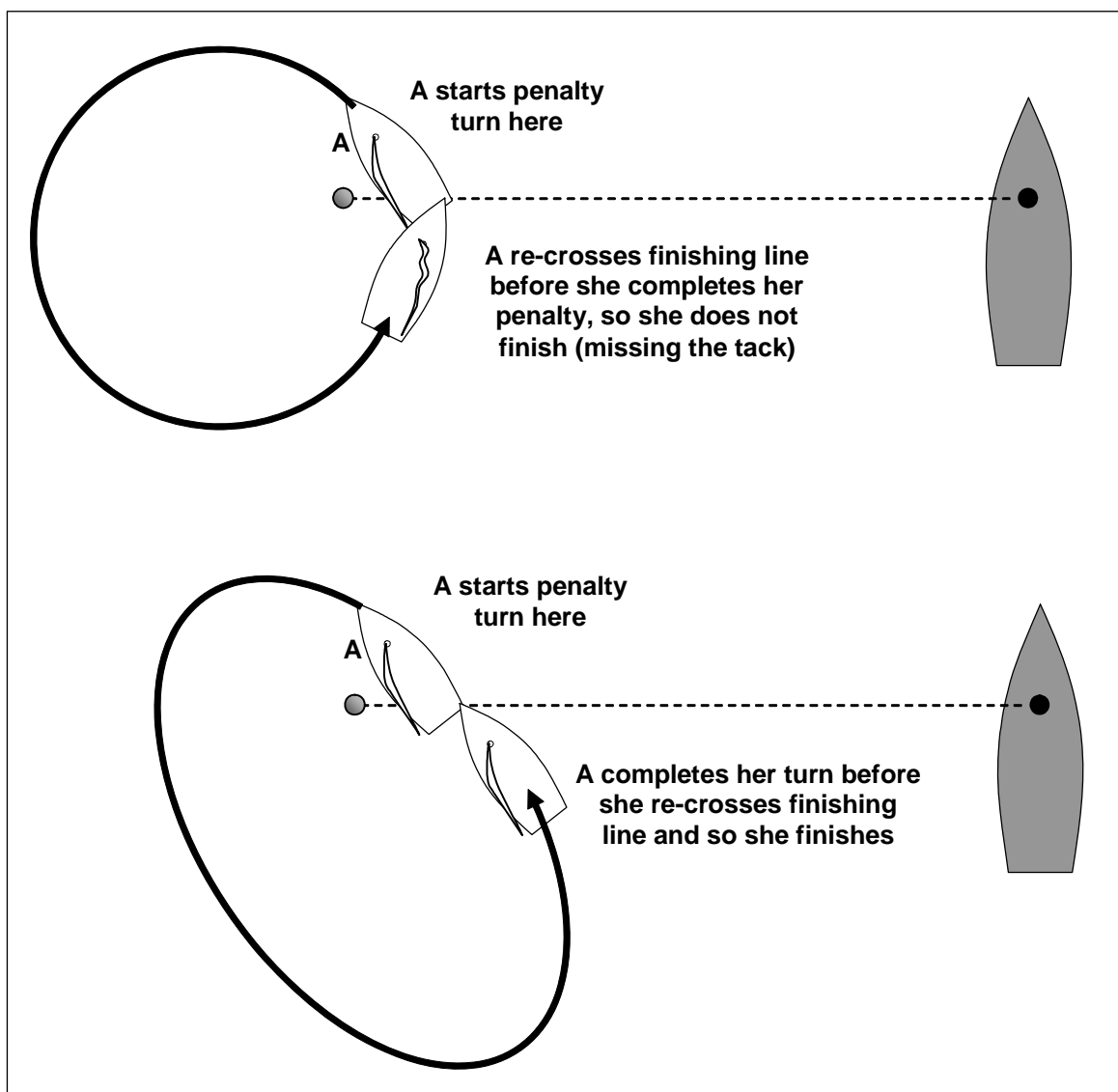
No. The only requirement is that after the penalty is completed, the boat must sail completely on the course side of the finishing line before she crosses the finishing line to finish. See diagram overleaf.

Question 3

May a boat that has to take a penalty turn sail round a finishing mark while executing the penalty turn?

Answer 3

Yes. No rule prohibits this and her course still complies with rule 28.1. However she must complete the penalty before she re-crosses the finishing line to finish.



Question 4

If a boat re-crosses the finishing line before completing her penalty turn(s), what should the Race Committee and umpire do?

Answer 4

The boat fails to finish in accordance with the definition and should be scored DNF. The Race Committee does not need to protest her (see rule A5).

The committee boat should record each time she crosses the line. The umpires should judge whether the penalty was completed before crossing the finishing line, and report this to the Race Committee.

A boat completes a penalty when, if she gybes first, she reaches a close-hauled course after tacking, or, if she tacks first, her mainsail fills on the new side after gybing.

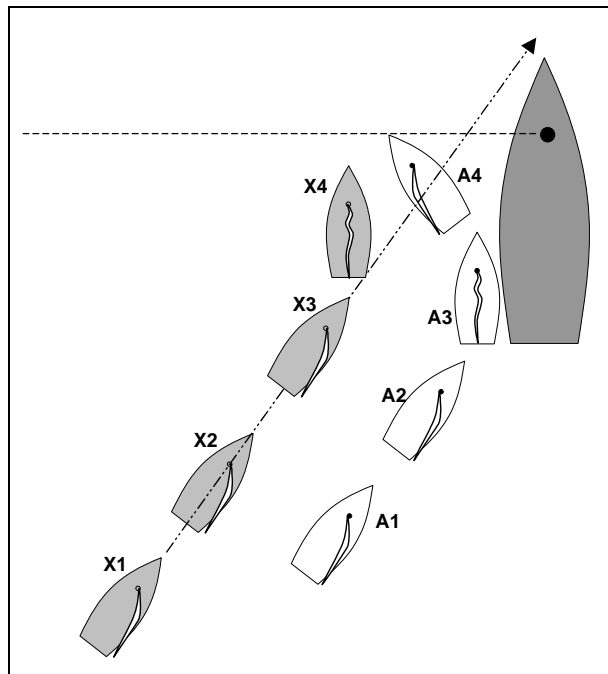
CALL K2

Rule 13	While Tacking
Rule 14	Avoiding Contact
Rule 19	Room to Tack at an Obstruction

Question

A and X are overlapped and beating on port tack towards the committee boat at the starboard end of the finishing line.

X can fetch the committee boat but A, the leeward boat, cannot. A sails up to this boat and hails for room to tack. X does not respond. A hails a second time, luffs and passes head to wind, whereupon X tacks and protests. What should the call be?



Answer

Because X can fetch the committee boat which is a mark, rule 19.1 does not apply and A is not entitled to room to tack. When A passes head to wind, she becomes keep clear boat, and prevents X from sailing her course. A breaks rule 13. Penalize A.

When A passes head to wind it is clear that she will not fulfil her obligation under rule 13 to keep clear of X, and X will be required by rule 14 to act to avoid contact.

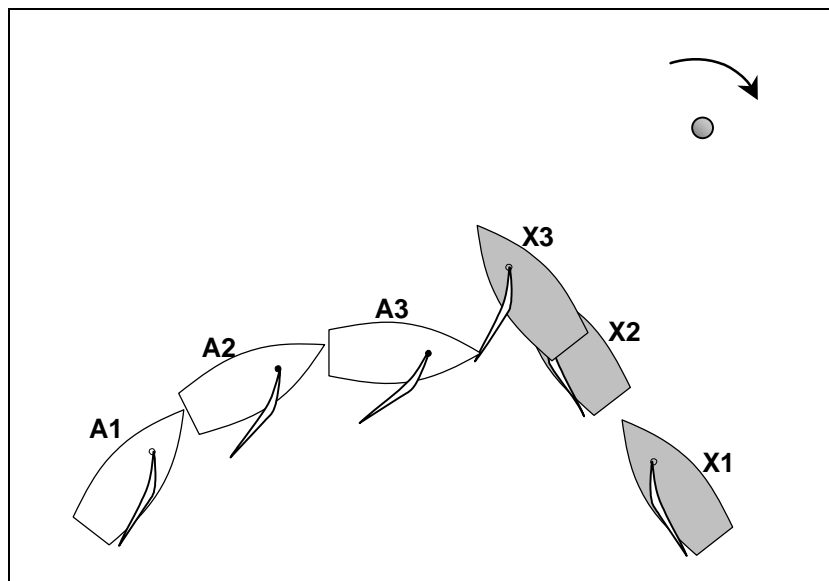
CALL L1

Rule 64.1(b) Decisions, Exoneration

D2.2(d)(3) Penalties Initiated by Umpires, Breach of Sportsmanship

Question

Approaching a windward mark, A, on port tack, bears away to pass astern of X on starboard. A is keeping clear when X's crew suddenly pushes out her boom and backs her mainsail, and her boom hits A's rigging. X protests. What should the call be?



Answer

A breaks rule 10, but is compelled to do so by the action of X that is a breach of sportsmanship. Penalize X under rule D2.2(d)(3), and exonerate A under rule 64.1(b). (See also Case 73.)

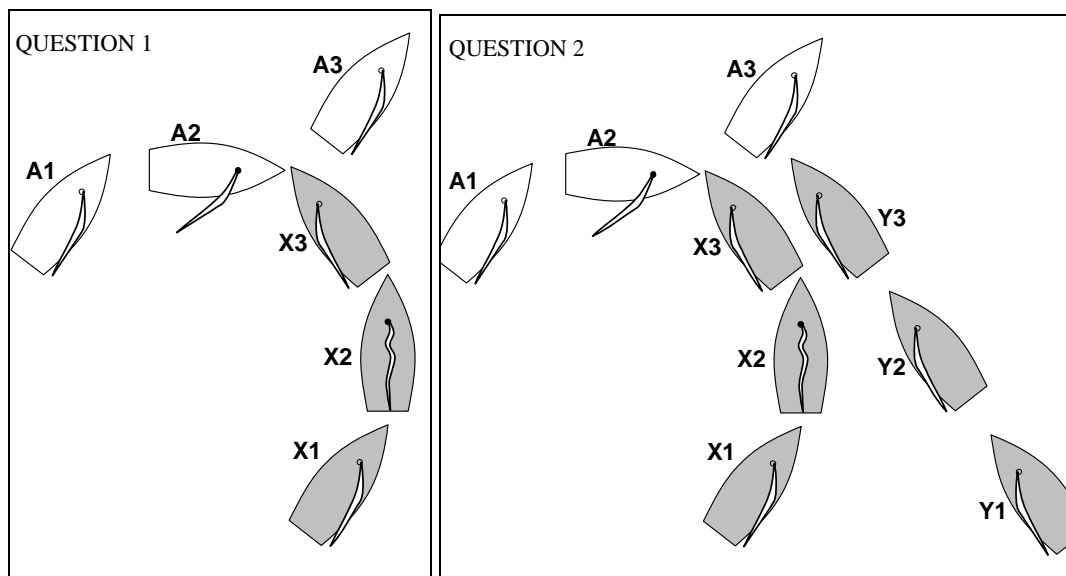
When a right-of-way boat continues to sail her course, but through intentional unseamanlike sailing (e.g. pushing out her boom) causes contact with a keep clear boat that would otherwise have kept clear, then this is a breach of sportsmanship.

CALL L2

Rule 22.2 Interfering with Another Boat

Question 1

On a windward leg, in steady breeze, in the middle of the course and away from other boats, A on port tack bears away to gybe in order to take a penalty. X, also on port tack but on a track to leeward of A, immediately tacks to starboard, and as a result is on a collision course with A. A is forced to interrupt taking her penalty to avoid X, and protests. What should the call be?



Answer 1

In the absence of other boats, the proximity of the layline, a wind shift or any other reason to tack, X's only purpose is to interfere with A. X breaks rule 22.2. Penalize X.

Question 2

On a windward leg, A on port tack bears away to start a penalty turn and shortly afterwards X, also on port tack but on a track to leeward of A, tacks to avoid a starboard tack boat Y. As a result A has to interrupt taking her penalty turn to avoid X, and protests. What should the call be?

Answer 2

Because there is a valid reason for X's alteration of course, namely the need to change course to avoid Y, this alteration of course does not break rule 22.2. No penalty.

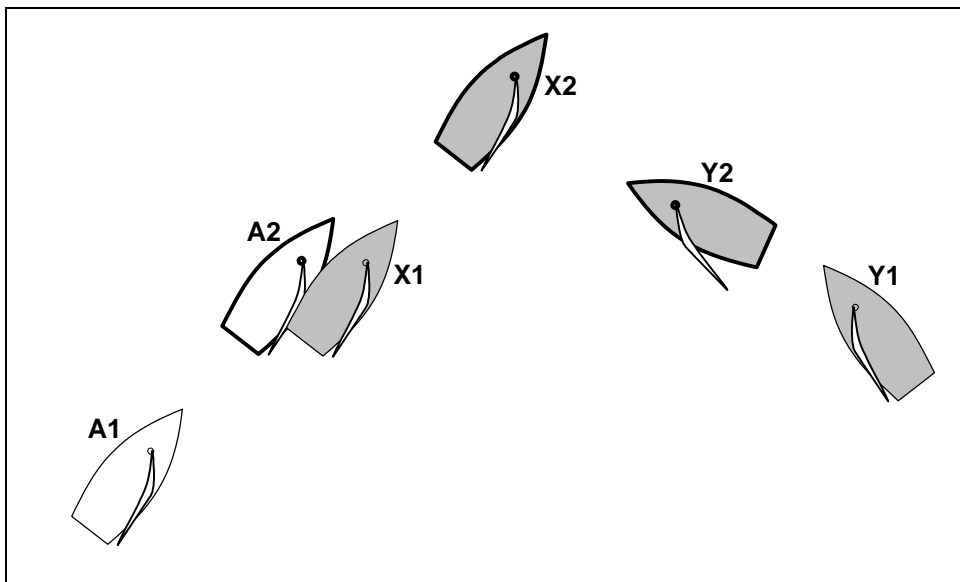
A change of course by boat X results in interference with boat A making a penalty turn. When X changes course for tactical reasons other than interfering with A, this does not break rule 22.2.

CALL L3

Rule 10 **On Opposite Tacks**
Rule 14 **Avoiding Contact**
Rule 16.2 **Changing Course**
Rule D1.2(a) **Rules Between Team-Mates**

Question 1

On a beat to windward, X is ahead of A on port tack. Y is on starboard tack on a collision course with X. A is keeping clear by sailing to pass astern of X. When 3 lengths from X, Y bears away to a collision course with A. A tacks and protests. What should the call be?



Answer 1

When Y changes course A does not immediately need to change course, so Y does not break rule 16.2. No penalty.

Question 2

When Y passes astern of X, there is contact. A protests. What should the call be?

Answer 2

When there is contact between team-mates, the one that has broken a rule is penalized (rule D1.2(a) does not apply because there is contact). In this case X breaks rule 10. Penalize X.

CALL L4

Rule 17.1 **On the Same Tack; Proper Course, Leeward Boat**

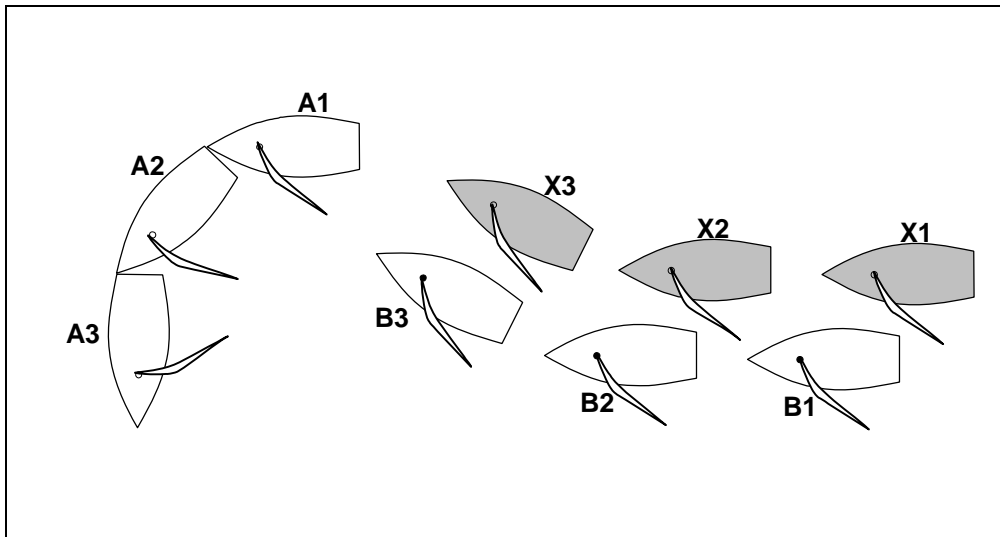
Rule 20.2 **Penalty Turns**

Definitions **Obstruction**

Definitions **Proper Course**

Question 1

A is ahead of B and X, and is taking a penalty turn. B and X, both sailing proper courses, are overlapped, and B may sail above her proper course. B and A will make contact if B maintains her course. B luffs X when they are three lengths from A, and as a result B and X pass astern of A. X protests. What should the call be?



Answer 1

B is entitled to luff and sail above her proper course. No penalty.

Question 2

If the circumstances are the same except that B does not have luffing rights, what should the call be?

Answer 2

A is a keep clear boat and not an obstruction to B nor X. B is not entitled to sail above her proper course. However, in the absence of X, B would still have luffed, so she does not break rule 17.1 by luffing. No penalty.

CALL L5

Rule 31.2	Touching a Mark
Rule 44.2	Two-Turns Penalty
Rule D2.1(b)	Protests and Exoneration
Rule D2.2(c)	Umpired Races
Rule D2.2(d)	Penalties Initiated by Umpires

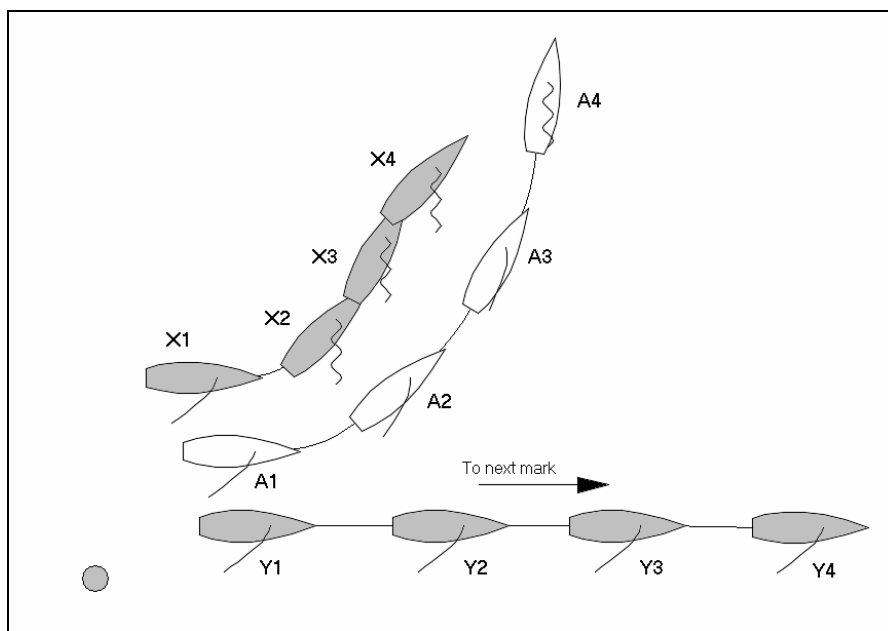
Question 1

How will the umpires decide that a boat has taken a penalty correctly under rule 31.2 or 44.2?

Answer 1

A boat takes a penalty correctly when, as soon as possible after an incident or after being penalized by an umpire, she first sails well clear and then makes the required number of turns. The answers below clarify these requirements.

Question 2



X and Y are opponents of A. A, who is not constrained by rule 17.1, has acknowledged breaking a rule while rounding the mark and is attempting to take a penalty. X has to alter course and slow down to avoid A and protests. What should the call be?

Answer 2

Although A breaks no rule of Part 2, she fails to sail clear as soon as possible. In position 1 she is able to slow down, fall astern of both Y and X and then sail clear.

Penalize A for breaking a rule at the mark as she failed to exonerate herself correctly.

Question 3

When is a boat subject to rule 20.2?

Answer 3

Rule 20.2 begins to apply when a boat is clearly turning in order to take a penalty. It ceases to apply when the boat completes the last required tack or gybe or when she stops taking her penalty before it is complete.

Question 4

When can an umpire take action against a boat that has failed to take a penalty correctly?

Answer 4

An umpire can take action when

- (a) another boat protests and requests an umpire decision,
- (b) the penalty was initiated by an umpire, or
- (c) the umpire decides the failure was a breach of sportsmanship.

A right-of-way boat that is sailing to get clear retains right of way until rule 20.2 starts to apply to her. A boat that interferes with another boat while sailing clear, when she has a clear alternative, does not sail clear as soon as possible.

CALL M1

60.1	Right to Protest and Request Redress
61.1(c)	Protesting a Boat that is not a Party to a Protest
D2.2(b)	Umpired Races: Signalling the Decision

Question 1

A member of one team witnesses contact between opposing team-mates and she protests. What should the call be?

Answer 1

A boat is entitled to protest under rule 60.1 if she sees an incident, and in non-umpired races the protest committee is entitled to bring a protest against a boat that was involved in the incident but is not a party to the hearing. In the same way, when races are umpired, D2.2(b) allows an umpire to penalize one or more boats after a protest, whether or not they were the boat identified in the initial protest. In this case one of the two boats has either failed to keep clear or failed to give room. Penalize the boat that has broken a rule.

Question 2

Boat A makes contact with boat X and protests her. The umpire judges that a third boat B is at fault and has broken a rule. What should the call be?

Answer 2

Penalize boat B.

There is no requirement on the protesting boat to identify correctly the boat that has broken a rule. Provided the protest is correctly made, the umpire will judge the incident, and penalize any boat(s) that have broken a rule.

CALL M2

Rule D2.1(a) Intention to Protest

Question 1

There is a possible incident between boats A and X, neither of which appears to protest at that time. A team-mate of A shouts 'Protest! Go ahead and protest!' As a result of that advice, A protests. Is this protest valid?

Answer 1

In order to comply with rule D2.1(a), a boat intending to protest must hail the other boat immediately and promptly display a red flag. If the protest is made in response to the advice from a team mate, it is not immediate. If there is not a reasonable reason for the delay in the hail, the protest is not valid. Signal 'No penalty'.

Question 2

A boat intends to protest, but fails to follow the correct procedure. She then continues to hail 'Umpire', seeking a decision to the invalid protest. What will the umpire do?

Answer 2

Signal 'No penalty'. Even though no valid protest has been submitted, it is appropriate to signal clearly to the competitor that no penalty will be given.

CALL M3

Rule 44.1 Taking a Penalty

Rule D2.2(d) Penalties Initiated by Umpires

Question

Team A, B and C is approaching a port-hand windward mark on starboard tack in a group. X has already rounded the mark, Y is on starboard tack just behind the group, and Z is approaching the mark on port tack level with the group.

Z attempts to tack inside the group at the mark, and forces A, B and C to sail above close-hauled and outside her at the mark.

As a result of the incident Y overtakes A, B, C and Z. Z completes a penalty turn. X and Y, now clear in first and second, maintain these places to the finish.

What options are open to the other team, and to the umpires, to influence the result of this race?

Answer

Rule 44.1 is not available to boats that gain a significant advantage. Clearly in this case Z's team gained a significant advantage through breaking rule 18.3(a), so the exoneration under rule 44.1 is invalid, and the other team can protest.

However, no amount of extra turns can change the result of the race. The umpires will therefore act under rule D2.2(d), and report the incident to the protest committee. The protest committee may then increase Z's points to reverse the on-the-water result.

Signal this intention with a black flag. The action of Z does not need to be deliberate.

CALL M4

Rule 11 **On the Same Tack, Overlapped**

Rule 18.2 **Rounding and Passing Marks and Obstructions: Giving Room; Keeping Clear**

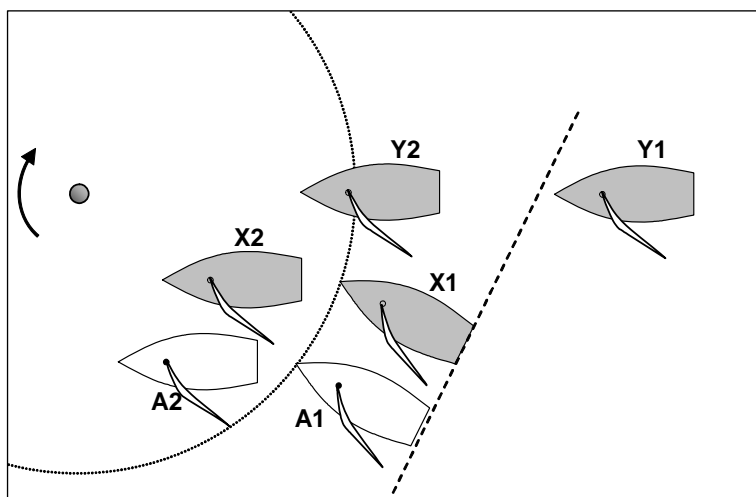
Rule D1.1(a) **Proper Course, Windward Boat**

Rule D2.2(d) **Penalties Initiated by Umpires**

Question

At a starboard-hand leeward mark, A and X are sailing on a close reach, overlapped on starboard tack, when they reach the two-length zone. Y is approaching the mark on a beam reach, sailing faster but just clear astern of A and X when they reach the zone.

X bears away to give Y room to round the mark inside her. A protests. What should the call be?



Answer

X is keep clear boat with respect to A, but A must give her room to round the mark. Because Y is clear astern when X and A reach the two-length zone, she is keep clear boat until all boats have passed the mark or until 18.2(c) ceases to apply.

In causing A to give extra room for Y to round inside her, X breaks both rules 11 and 17.2. Penalize X.

If as a result of the incident Y overtakes A, then the umpire will consider whether X's team has gained an advantage despite X being penalized (or taking a voluntary turn). If X's team has gained an advantage, penalize X further (if this removes the advantage) or report the incident to the protest committee ashore which may penalize X's team further.

CALL M5

Rule 44.1 Taking a Penalty

Rule D2.2(d) Penalties Initiated by Umpires

Question

While racing there is contact between A and X, and X receives a small hole in a sail. A is at fault and is penalized. On a later leg the hole in the sail develops into a major tear and X is forced to retire. What action is available?

Answer

Because A gains an advantage, she cannot exonerate herself by taking a penalty turn under rule 44.1.

The umpire may initiate action under D2.2(d), and report the incident to the protest committee ashore which may further penalize A in order to achieve the fairest result.

X may also claim redress under rule 62.1(b).

CALL M6

Rule 64.1	Penalties and Exoneration
Rule D2.1(b)	Acknowledgement of Breaches of Rules
Rule D2.2(a)	Umpired Races: Requesting a Decision
Rule D2.2(b)	Umpired Races: Signalling the Decision

Question 1

There is a Part 2 incident between A and X. A protests X by immediately hailing 'Protest X' and displaying a red flag. A then makes a penalty turn. After finishing her turn, A displays a yellow flag and hails 'Umpire'. What should the call be?

Answer 1

When A requests an umpire decision in accordance with rule D2.2(a) the umpires shall signal a decision in accordance with rule D2.2(b).

Case 1: The umpires decide that A broke a rule. A has already taken a penalty as described by rule D2.1(b). Therefore, she shall not be further penalized. Signal 'No penalty'.

Case 2: The umpires decide that X broke a rule. The penalty turn made by A does not exonerate X. Penalize X.

Case 3: The umpires decide that both A and X broke a rule and that rule 64.1(b) does not apply. A has already taken a penalty as described by rule D2.1(b). Therefore, she shall not be further penalized. Penalize X only.

Case 4: The umpires decide that no boat broke a rule. Signal 'No penalty'.

Question 2

The situation is as in question 1, except that both boats protest each other, and both boats display a yellow flag and hail 'Umpire' after A has made a penalty turn. Does that change the call?

Answer 2

No. Provided the umpires decide that the two protests are for the same incident, they only make one decision and signal in accordance with the procedure described in answer 1.

Question 3

The situation is as in question 2, except that there are clearly two incidents between A and X, one immediately after the other. Immediately after the second incident, both boats hail each other and promptly display a red flag. A then makes a penalty turn. When A has finished her turn, both boats display a yellow flag and hail 'Umpire'. Does that change the call?

Answer 3

Yes. The umpires will decide each incident separately. Depending on what the umpires decide on each of the two incidents, and on which boat, if any, broke a rule, they will decide whether to penalize any boat, taking into consideration that A has taken a single penalty.

INDEX OF RULES (in Call Titles)

<u>Rule</u>	<u>Calls</u>
2	A4
10	A6, B6, D1, 2, 3, 6, G2, 5, 7, J4, 5, L3
11	A2, 3, 4, 5, 6, B1, 2, 3, C1, 2, 4, D1, 5, 7, E4, 5, F2, 4, G2, 6, J1, 5, M4
12	B3, E6, H1
13	A1, B2, 4, D3, 4, 5, 8, E1, 2, 3, K2
14	K2, L3 (See also General Principle #3)
15	B1, 3, D1, 3, 6, G5, 7
16	D5, E3, J3
16.1	A3, 4, 5, B2, 3, 4, 6, C1, 2, 4, D1, 4, 7, E9, H2
16.2	D2, G7, L3
17	J5
17.1	A1, C1, 4, D5, 7, F1, 3, 4, G3, 4, 6, H3, L4
18.1	A6, B5, E3, F2, G6, H4, J1, 4
18.2	A6, H1, 4, M4
18.2(a)	B5, D6, E2, 3, 4, 6, F2, G6, J1, 5
18.2(b)	E2
18.2(d)	E3, 4, H2, J3
18.2(e)	E6
18.3(a)	E7, 8
19	D6, K2
19.1	B7
20.1	C3
20.2	H4, L4
20.3	B9
22.2	C3, L2
28.1	K1
31	H2, L5
42.3(d)	C5
44.1	M3, 5
44.2	K1, L5
60.1	M1
61.1(c)	M1
64.1	L1, M6

Rule**Calls**

A5	K1
D1.1(a)	D9, 10, E5, 9, F2, H1, 2, J2, M4
D1.1(b)	B6, 8, E1, 3, 5, 8, 9, H1, 2, J2, 3, 4
D1.1(c)	H3, J5
D1.1(d)	K1
D1.2(a)	L3
D2.1(a)	M2
D2.1(b)	L5, M6
D2.2(a)	M6
D2.2(b)	M1, 6
D2.2(c)	L5
D2.2(d)	L1, 5, M3, 4, 5

Definition**Calls**

<i>Clear Astern and Clear Ahead;</i>	
<i>Overlap</i>	G3, J5
<i>Finish</i>	K1
<i>Keep Clear</i>	A2, 3, 4, 5, B2, D1
<i>Leeward and Windward</i>	G1, 3
<i>Obstruction</i>	B5, 8, F2, L4
<i>Proper Course</i>	G4, L4
<i>Racing</i>	K1
<i>Tack, Starboard or Port</i>	G1, 3