



**CASE BOOK - INTERPRETATIONS OF  
THE RACING RULES OF SAILING  
2013 - 2016**

**2014 SUPPLEMENT TO THE CASE BOOK**

INTERNATIONAL SAILING FEDERATION  
SAILING.ORG

# **2014 Supplement**

**to**

## **The Case Book for 2013 – 2016**

*This supplement contains new Cases 123, 124, 125, 126, 127, 128, 129, 130, 131 and 132, all of which were approved for publication at the ISAF Annual Conference in November 2013. Each of the questions addressed in these cases was previously addressed in a Q&A in the Q&A Booklet posted on the ISAF website. The supplement also contains minor revisions to Cases 36 and 107. A revised edition of The Case Book for 2013-2016, containing the changes and cases in this supplement, can be found on the ISAF website, [www.sailing.org](http://www.sailing.org).*

### **CASE 36**

In the fifth line of the decision, delete ‘wire’.

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### **CASE 107**

At the end of the decision, delete ‘DNF’ and replace it with ‘RET’.

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### **CASE 123**

**Rule 10, On Opposite Tacks**  
**Rule 14, Avoiding Contact**

*When it would be clear to a competent, but not necessarily expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, the*

*starboard-tack boat breaks rule 14 if contact occurs and there was still time for her to change course sufficiently to avoid the contact.*

### **Assumed Facts for Question 1**

In a fleet race with 10 knots wind, two one-design dinghies, each 5 metres in length, are approaching each other on close-hauled courses. S is on starboard tack and P is on port tack. Both boats hold their course and speed. There is contact between S's bow and P's starboard quarter, about 20 centimetres from P's stern, causing damage. Neither boat takes a penalty. S protests P.

### **Question 1**

How do the rules apply to this incident? In particular, did S break rule 14?

### **Answer 1**

In this situation P judged incorrectly that she would cross ahead of S without breaking rule 10. P could have tacked to leeward of S and thereby kept clear of S and avoided the contact. Because P failed to do so, she broke both rule 10 and rule 14 and is disqualified.

Rule 14 requires a boat, including a right-of-way boat, to avoid contact if reasonably possible. However, rule 14(a) also states that a right-of-way boat need not act to avoid contact until it is 'clear' that the other boat is not keeping clear. In the conditions described, when P's bow crossed in front of S's bow it would be clear to a competent, but not necessarily expert, sailor at the helm of S that there was substantial risk of contact and therefore that P was not keeping clear. At that moment there was still time for S to bear away sufficiently to avoid the contact, and therefore S broke rule 14. Because the contact caused damage, S is disqualified and is not exonerated (see rule 14(b)).

### **Assumed Facts for Question 2**

The assumed facts are the same as those for Question 1, except that just before the contact occurs S bears away slightly in an attempt to avoid P. However S misjudges the manoeuvre and there is contact that causes damage.

### **Question 2**

Did S break rule 14?

## **Answer 2**

As noted in Answer 1, at the time it became clear that P was not keeping clear, there was still time for S to bear away sufficiently to avoid the contact. Therefore, it was reasonably possible for S to have done so. She failed either to bear away sufficiently or to begin to bear away early enough, but that does not mean that it was not reasonably possible for her to have avoided the contact. Therefore, S broke rule 14 despite having borne away slightly before the contact occurred. Because the contact caused damage, S is disqualified and is not exonerated.

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## **CASE 124**

**Rule 19.2(a), Room to Pass an Obstruction: Giving Room at an Obstruction**

**Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction**

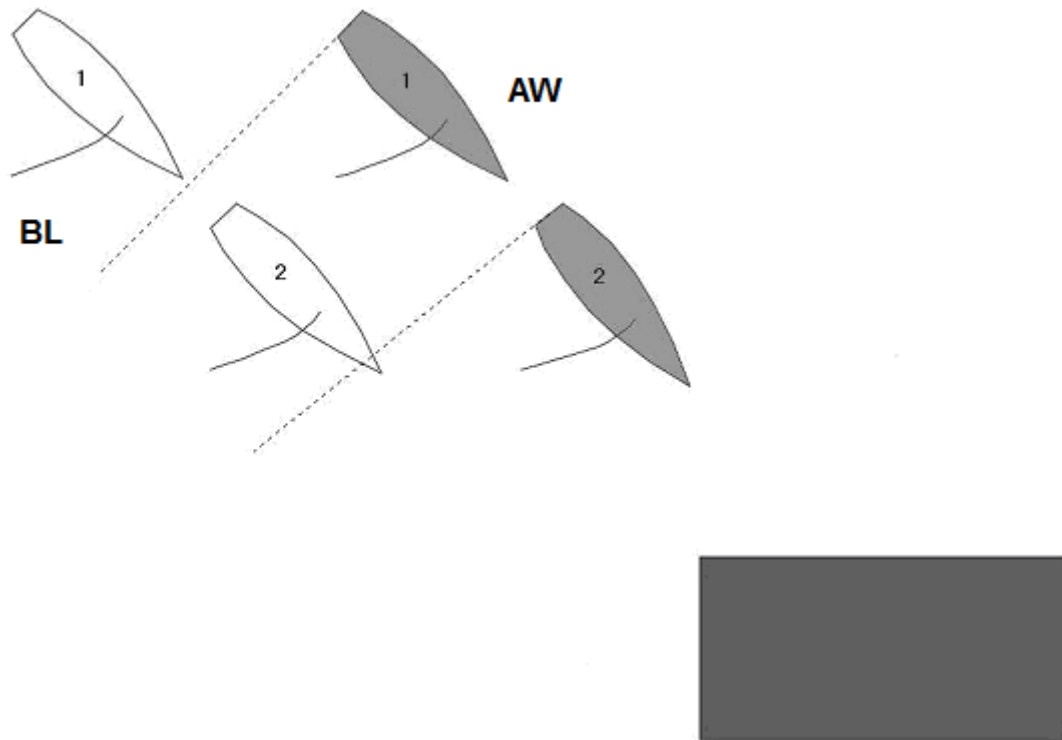
**Rule 21(a), Exoneration**

*At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.*

### **Assumed Facts**

While racing, boats AW and BL are approaching an obstruction that can be passed on either side. Both boats are heading towards the middle of the obstruction. At position 1, AW is clear ahead by a very narrow margin and on a track to windward of BL. At position 2, they have become overlapped with AW to windward of BL.

At position 1, AW is clear ahead and thus has right-of-way under rule 12. When the overlap between them begins, BL becomes the right-of-way boat under rule 11.



### Question

Rule 19.2(a) states that the right-of-way boat may choose to pass the obstruction on either side. How can we determine which boat has the right to choose in this situation?

### Answer

At any point in time, the right-of-way boat at that moment is entitled by rule 19.2(a) to choose on which side she will pass the obstruction. Therefore, while AW is clear ahead of BL, she has the right to choose to pass the obstruction on either side. When the boats become overlapped, AW loses that right, and at that time BL has the right to choose.

When a right-of-way boat acts to implement a choice she has made under rule 19.2(a), she must comply with any applicable rules of Sections A and B. Rule 19.2(b) applies if the boats are overlapped. In that case, the outside boat must give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began. Rule 21(a) applies while the inside boat is taking the room to which she is entitled under rule 19.2(b).

## CASE 125

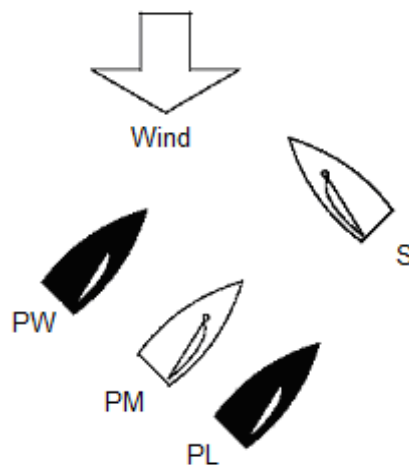
### Definition, Obstruction

### Definition, Room

### Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

### Rule 21(a), Exoneration

*When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.*



### Assumed Facts

Boats PW, PM and PL are close-hauled and overlapped on port tack. Boat S is close-hauled on starboard tack. PW is on a collision course with S. PM and PL do not need to change course to pass safely astern of S. PW bears away to pass astern of S without making contact, and PM bears away to give her just enough space to do so. PL holds her course and there is contact between PM and PL, without damage or injury. No boat takes a penalty. PM protests PL.

### Question

How do the rules apply to this incident and which boat or boats should be disqualified?

### Answer

S was an obstruction to PW, PM and PL because each of them would need to change course substantially if she were sailing directly towards S and

were one hull length from S, and because they all were required by rule 10 to keep clear of S (see definition Obstruction). PL had the right under rule 19.2(a) to choose to pass S on either side because she had right of way over both PM and PW. However, PL was not entitled to hail for room to tack under rule 20 because she did not need to change course to avoid S (see rule 20.1(a)). As PL passed astern of S, rule 19.2(b) required PL to give room to both PM and PW to pass between her and S. Rule 19.2(b) also required PM to give PW room.

The space that PL was required to give to PM and PW included enough space for PM to give PW room and for PM to keep clear of PL, as well as space for PW to keep clear of both S and PM (see the definition Room). PL did not give that space. Therefore, she broke rule 19.2(b), and should be disqualified. PL also broke rule 14 because the contact could have been avoided if PL given PM and PW enough space. However, because PL had right of way over PM and there was no damage or injury, PL is exonerated under rule 14(b) for her breach of rule 14.

PM broke rule 11, but she is exonerated under rule 21(a) because she was sailing within the room to which she was entitled under rule 19.2(b). PM did not break rule 14 because it was not possible for her to have avoided making contact either with PL or with PW.

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## CASE 126

### Rule 24.2, Interfering with another Boat

*For the purpose of determining whether rule 24.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.*

### Assumed Facts for Question 1

The course for a race begins with a windward leg to the windward mark, followed by a short reach to an offset mark and then a run to the leeward mark. Boats L and W sail the windward leg and round the windward mark and the offset mark. On the run, while L and W are on the same tack sailing towards the leeward mark, L luffs W, and W responds and keeps clear. After the race, W learns that L had failed to start and has been scored OCS. W protests L alleging that L broke rule 24.2.

### **Question 1**

For the purposes of rule 24.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

### **Answer 1**

For the purpose of determining whether rule 24.2 applies to an incident, a boat is sailing on the leg which is consistent with the course she is sailing before the incident and with her reasons for sailing that course. L had not started, but she was unaware that she had made that error. Therefore, L was sailing on the leg of the course to the leeward mark. Clearly W was on the same leg. Therefore, when L luffed W, rule 24.2 did not apply between them.

### **Assumed Facts for Question 2**

The facts are the same as for Question 1, but with these differences: L started correctly, but she was unaware of the requirement to round the offset mark and she failed to round it on the required side. After rounding the windward mark she sailed towards the leeward mark until she luffed W.

### **Question 2**

For the purposes of rule 24.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

### **Answer 2**

Clearly W was sailing on the leg to the leeward mark. Because L was unaware of the requirement to round the offset mark and had been sailing towards the leeward mark from the time she rounded the windward mark until she luffed W, L was also sailing on the leg to the leeward mark. Therefore, when L luffed W, rule 24.2 did not apply between them.

### **Assumed Facts for Question 3**

The facts are the same as for Question 2, but with these differences: After L had sailed part of the way to the leeward mark, she realized that she had failed to round the offset mark and she turned back to correct her error. While L was beating to windward to the offset mark she encountered boat X. X had rounded the windward mark and the offset mark and was running towards the leeward mark on the same tack as L. L deviated from her proper course to the offset mark in order to luff X. X protested L alleging that L broke rule 24.2.



### Question 3

For the purposes of rule 24.2, were L and X sailing on the same leg of the course or different legs when L luffed X?

### Answer 3

Clearly X was sailing on the leg to the leeward mark. When L realized that she failed to round the offset mark and turned to sail towards the offset mark, she was no longer sailing on the leg to the leeward mark and had begun to sail on the leg from the windward mark to the offset mark. She was sailing on that leg when she encountered X. Therefore, the boats were sailing on different legs when L luffed X. Rule 24.2 did apply between L and X, and L broke it.

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## CASE 127

### Definition, Racing

*A boat clears the finishing line and marks when no part of her hull, crew or equipment is on the line, and no mark is influencing her choice of course.*

### Question

The definition Racing states that a boat that '*finishes* and clears the finishing line and *marks*' is no longer racing. When does a boat 'clear' the finishing line and marks?

### Answer

A boat clears the finishing line and marks when the following two conditions are met: no part of her hull, crew or equipment is on the line, and no finishing mark is influencing her choice of course.

For example, a boat that clears the finishing line and then continues to sail toward a finishing mark, where current sets her into the mark, is still racing and has broken rule 31. However, a boat that crosses the finishing line, and sails to a position at which no finishing mark is influencing her choice of course, is no longer racing. If, later, she hits a finishing mark, she does not break rule 31.

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## CASE 128

### Definition, Finish

### Rule 28.2, Sailing the Course

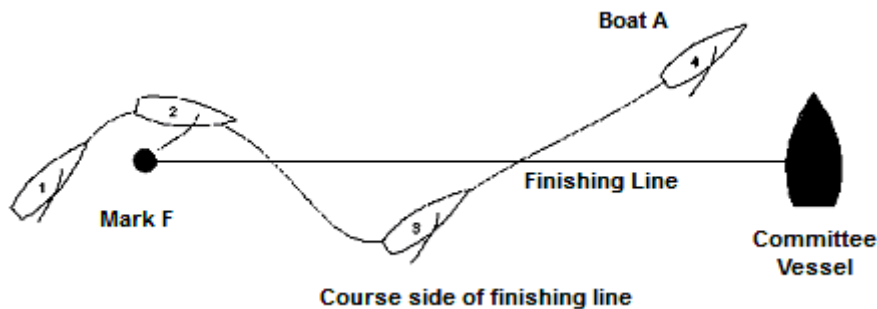
### Rule 31, Touching a Mark

### Rule A5, Scores Determined by the Race Committee

*If a boat makes an error under rule 28.2 or breaks rule 31 at the finishing line and finishes without correcting her error or taking a penalty, she must be scored points for the place in which she finished. She can only be penalized for breaking rule 28.2 or rule 31 if she is protested and the protest committee decides that she broke the rule.*

### Assumed Facts for Question 1

All the boats in a race, with the exception of boat A, sailed to the finishing line from the last mark and then finished by crossing the line from its course side leaving the committee vessel to starboard and mark F to port. As shown in the diagram, A left mark F to starboard, bore away, sailed completely to the course side of the finishing line, and, shortly after position 3, finished. A then sailed into the harbour. Members of the race committee observed A sail the course shown in the diagram. The rules of Appendix A applied.



### Question 1

What should the race committee do in this situation?

### Answer 1

The race committee is required by rule A4.1 to score A points for the place in which she finished.

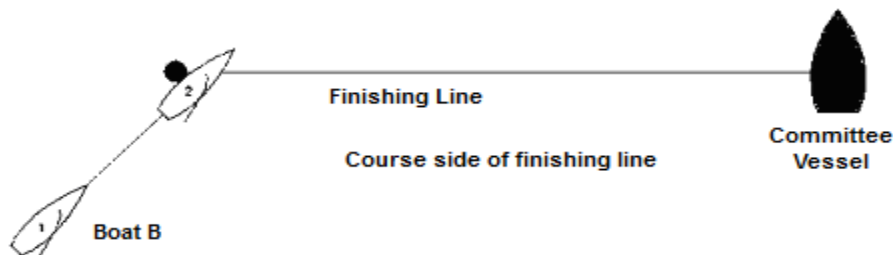
To comply with rule 28.2, a string representing a boat's track must, when drawn taut, pass mark F on the required side. A made an error under rule 28 at the line because the string representing her track, when drawn taut,

passes mark F on the wrong side. A did not correct that error, and therefore she broke rule 28.2. As rule A5 states, only the protest committee may penalize A for her breach. Therefore, A can be penalized only if a valid protest is made against her and the protest committee decides that she broke the rule.

As rule 60.2(a) states, the race committee may protest A. If it decides to do so, it must inform her that it intends to protest and deliver its written protest within the time limit of rule 61.3 (see rule 61.1(b)). In addition, the protest committee or a boat may protest A.

### **Assumed Facts for Question 2**

The race committee observes boat B touch the finishing mark as she crosses the finishing line. B does not take a penalty and sails into the harbour.



### **Question 2**

What should the race committee do?

### **Answer 2**

B finished when she crossed the finishing line just before position 2. The race committee is required by rule A4.1 to score B points for the place in which she finished.

As rule 60.2(a) states, the race committee may protest B. If it decides to do so, it must inform her that it intends to protest and deliver its written protest within the time limit of rule 61.3 (see rule 61.1(b)). In addition, the protest committee or a boat, if the boat saw B touch the mark, may protest B.

## CASE 129

### Definition, Finish

### Rule 28, Sailing the Course

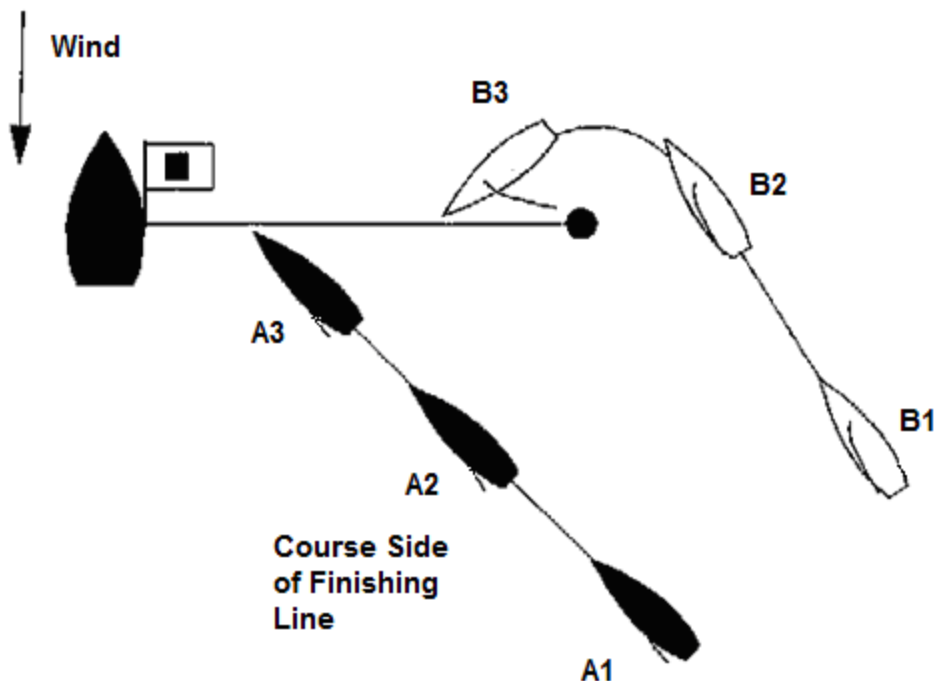
### Rule 32, Shortening or Abandoning after the Start

### Rule 62.1(a), Redress

*When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.*

### Assumed Facts for Question 1

The sailing instructions state that all rounding marks, including the windward mark, are to be left to port. Due to insufficient wind the race committee shortens the course by displaying flag S (with two sounds) from a staff on a committee boat anchored near the windward mark.



The committee sets the finishing line as shown in the diagram. At the time that flag S is displayed, the boats are between the last rounding mark and the finishing line. Boats A and B approach the finishing line, see flag S and sail the courses shown in the diagram.

### **Question 1**

After the race committee shortens the course, are boats still required to leave the windward mark to port and to 'hook round' it (as B does), or are they required to cross the finishing line from the course side (as A does)?

### **Answer 1**

After the race committee shortens the course, the windward mark is no longer a rounding mark. It becomes a finishing mark (see rule 32.2). To comply with rule 28, boats must finish in accordance with the definition Finish. Therefore, they must cross the finishing line from its course side. A finishes in accordance with the definition; B does not finish.

### **Additional Assumed Facts for Question 2**

Boat B requests redress claiming that positioning the committee boat as shown in the diagram was an improper action of the race committee because it was not clear from reading the racing rules and the sailing instructions in which direction boats were required to cross the finishing line.

### **Question 2**

Was it an improper action of the race committee to anchor the committee boat displaying flag S where it did?

### **Answer 2**

No (even though this action was not good race management practice). When the course is shortened at a rounding mark, rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. Rule 28 clearly requires boats to cross the finishing line in accordance with the definition Finish. The definition Finish cannot be changed by a sailing instruction (see rule 86.1).

## CASE 130

**Rule 43.1, Competitor Clothing and Equipment**

**Rule 60.2, Right to Protest; Right to Request Redress or Rule 69  
Action**

**Rule 78.3, Compliance with Class Rules; Certificates**

*A person appointed to serve as an equipment inspector or event measurer is a member of the race committee only if appointed by that committee. Such a person must always make a report when one is required by rule 43.1(c) or rule 78.3. He may protest a boat under rule 60.2's last sentence only if the race committee delegates the responsibility for such protests to him.*

### Question 1

Is an equipment inspector or measurer for an event a member of the race committee for that event?

### Answer 1

An equipment inspector or event measurer is responsible for checking that the boats or the personal equipment used by competitors comply with the rules. The race committee includes any person performing a race committee function (see Terminology in the Introduction). The race committee's responsibilities, which determine its functions, are stated in many racing rules (see, for example, rules 85, 90, 60.2 and other rules, particularly those in Part 3). No racing rule makes the race committee responsible for checking that boats or personal equipment comply with the rules. However, if a person is appointed by the race committee to serve as an equipment inspector or event measurer, then that person is a member of the race committee.

### Question 2

Do the rules permit a protest under rule 60.2's last sentence by an equipment inspector or event measurer who is a member of the race committee and who decides that a boat or personal equipment does not comply with the class rules or believes that a competitor may have broken rule 43.1(a) or 43.1(b)? Is it necessary for such an equipment inspector or event measurer to make a written report required by rule 43.1(c) or rule 78.3?

## **Answer 2**

Such an equipment inspector or event measurer may protest a boat under rule 60.2's last sentence only if the race committee delegates the responsibility for such protests to him. A written report required by rule 43.1(c) or rule 78.3 must be made unless a sailing instruction changes rule 78.3 so that the report required by that rule is not required.

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## **CASE 131**

### **Rule 60.2, Right to Protest; Right to Request Redress or Rule 69 Action**

### **Rule 78.2, Compliance with Class Rules; Certificates Rule A5, Scores Determined by the Race Committee**

*When a boat breaks rule 78.2, the race committee cannot disqualify her without a protest.*

### **Assumed Facts**

A rule in the sailing instructions for an event requires that a certificate be produced or its existence verified before a boat races. One boat does not comply with this requirement, but before the first race she provides the race committee with a statement signed by the person in charge that the boat has a valid certificate. At the end of the event, the certificate has neither been produced nor verified.

### **Question**

Rule 78.2 requires that the boat be disqualified from all races of the event. Is the race committee permitted to score the boat 'DSQ' for all races without a hearing?

### **Answer**

No. Rule A5 lists the scoring actions the race committee may take without a hearing. An action under rule 78.2 is not in that list. Rule A5 also states that 'only the protest committee may take other actions that worsen a boat's score.' Therefore, the boat cannot be penalized for breaking rule 78.2 unless she is protested. The race committee may protest the boat (see rule 60.2(a)). In exercising its discretion to protest or not, the race committee ought to consider that other boats may not be aware that the

boat has failed to produce her certificate or verify that it exists. If the boat is protested and the protest committee finds that she broke rule 78.2, her penalty is disqualification from all races of the event.

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## CASE 132

### **Rule 18.1(a), Mark-Room: When Rule 18 Applies** **Rule 42.3(c), Propulsion: Exceptions**

*A boat is 'on a beat to windward' when the course she would sail to finish as soon as possible in the absence of all other boats is a close-hauled course or above.*

#### **Question**

The phrase 'on a beat to windward' is used in rules 18.1(a) and 42.3(c). When is a boat on a beat to windward?

#### **Answer**

For the purposes of rules 18.1(a) and 42.3(c), a boat is on a beat to windward when the course she would sail to finish as soon as possible in the absence of all other boats is a close-hauled course or above.

When a boat is on a windward leg, she is not necessarily on a beat to windward. An example is a boat that has overstood a windward mark and, in the absence of other boats, would therefore sail below close-hauled to finish as soon as possible. Such a boat may have overstood the mark either by sailing beyond the layline to the mark or because a change in wind direction has made it possible for her to sail to the mark on a course below close-hauled.

Also, when a boat is on a reaching or a downwind leg, there are circumstances in which she may be on a beat to windward. This can happen when a boat has been swept by current below the rhumb-line to a reaching mark, or there has been a change in wind direction, and as a result the course the boat would sail to finish as soon as possible in the absence of other boats has become a close-hauled course or above.

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