Racing Rules of Sailing

TR Call D2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

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

Proposal

Add new Question 3 to existing TR Call D2:

Question 3

B on starboard tack and Y on port tack are about 4 boat lengths apart on a beat to windward. As Y bears away to pass to leeward of B, B also bears away, but not as quickly as Y. B's bearing away prevents Y from keeping clear by luffing. Y bears away further, but B continuously changes course so that the boats are always on a collision course and Y has to continuously bear away to keep clear. When they are a boat width apart, Y gybes and B also changes course to avoid a collision. There is no contact. Y protests. What should the call be?

Answer 3

If Y is unable to continue keeping clear in a seamanlike way, B breaks rule 16.1. Penalise B. If Y is able to continue keeping clear in a seamanlike way, no penalty.

See also ISAF TR Call D2 Question 2 and ISAF Case 60.
Any manoeuvre that puts a boat or crew at risk of damage is unseamanlike. The umpires will judge each incident on the basis of the boat's actions in relation to the wind and water conditions.

Current Position

See Rapid Response Team Racing Call 2014/003. As in proposal above, except that it was published as a separate call (as above) and could as such not be incorporated into TR Call D2 without a submission.

Reason

Existing TR Call D2 consisted of one question only. In 2013 a question 2 was inserted after a submission based on a rapid response call was approved. In 2014 there have been further requests for clarification about this rule situation (a 'dial down') and this additional question highlights an important principle.