

**2020 Supplement to**

**The**

**CALL BOOK**

**for MATCH RACING**

**for 2017 – 2020**

**World Sailing**

## **NOTE:**

In addition to this supplement, changes made to the Call Book for Match Racing 2017-2020 will be updated in the Call Book and published as an updated book.

This supplement provides the changes to the calls since the Call Book was published in 2017.

## **Summary of Changes:**

### **2018 Changes**

**MR Call E7**            New Call E7

**Diagrams**            A process to replace diagrams to be in colours has been started and will be continued in later supplements.

**Typo**                 In the original MR Call E1 there are two references to rule 18.2(a)(1) in the Answer. This has been changed to be rule 18.2(a)(2).

### **2019 Changes**

**MR Call D6**            Clarifies when keep clear boat must change course.

**MR Call G5**            Deleted. No longer relevant with rule 17 deleted for Match Racing.

**MR Call G7**            Removes reference to rule C8.3 in answer 1.

### **2020 Changes**

**MR Call B19**            New Call B19

**MR Call E8**            New Call E8

**MR Call E11**            New Call E11

**MR Call K2**            Clarifies the application of the exoneration rules.

**MR Call K6**            New Call K6

**MR Call L10**            Clarifies the application of the exoneration rules.

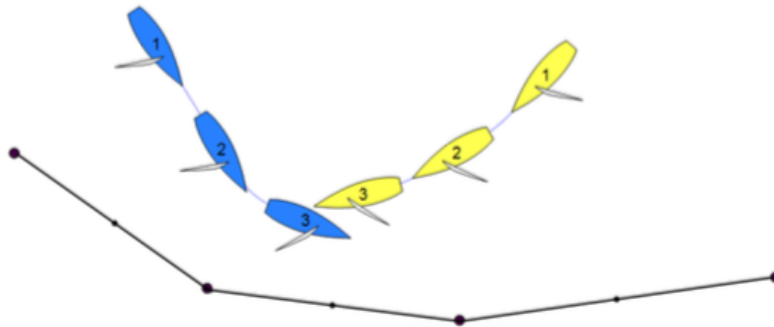
## MR Call B19

**Rule 10**                    **On Opposite Tacks**  
**Rule 19.2**                **Giving Room at an Obstruction**  
**Definition**                **Keep Clear, Overlap**

### Question 1

Prior to the start, Yellow, on starboard, and Blue, on port, are sailing more than ninety degrees from the true wind. Both boats are sailing towards an obstruction. At position 3, Yellow luffs to avoid Blue and displays a Y flag.

What should the call be?



### Answer 1

Penalize Blue.

Yellow is the right of way boat and the umpires are certain that Yellow has chosen to pass the obstruction on her port side (rule 19.2(a)).

For the purpose of rule 19, the determination of inside and outside boat is relative to the right of way boat and the obstruction when the boats are at the obstruction. As Yellow is passing the obstruction on her port side, any boat that is on the port side of Yellow is an inside boat and any boat on the starboard side of Yellow is an outside boat.

At position 2 Blue is the keep clear boat that also has to give Yellow room at the obstruction. Yellow changes course from positions 1 to 2 and Blue has room to keep clear. After position 2, Blue fails to keep clear and give Yellow room to pass the obstruction.

## Question 2

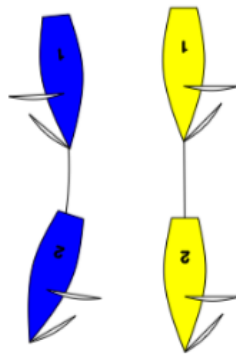
Would the answer be different if Blue was sailing parallel and close to the obstruction?

## Answer 2

No.

## Question 3

Prior to the start, Yellow, on starboard, and Blue, on port, are sailing more than ninety degrees from the true wind and both boats are sailing towards an obstruction. Yellow is on a course that the umpires cannot be certain as to the side Yellow will pass the obstruction. Blue changes course to starboard and Y flags.



## Answer 3

Display the green and white flag.

Rule 19.2(b) applies when two boats are at an obstruction. In order to determine the inside and outside boat, the umpires need to be certain what side of the obstruction the right of way boat chooses to pass.

At position 2, the right-of-way boat is sailing perpendicular to the obstruction. Therefore, it is not possible to clearly identify which boat is the “inside” boat. When the umpires are not certain which boat is the “inside boat,” no part of rule 19 creates any obligations, and rule 11 requires Blue to keep clear.

## MR CALL D6

**Rule 16.1**      **Changing Course**  
**Definitions**   **Room**

### **Question**

Blue is close-hauled on port tack and Yellow is close-hauled on starboard tack on a leg to the windward mark. Yellow bears away to a course that is more than ninety degrees from the true wind, and that is below her proper course and as a result Blue has to immediately change course to keep clear. There is a Y-flag. What should the call be?

### **Answer**

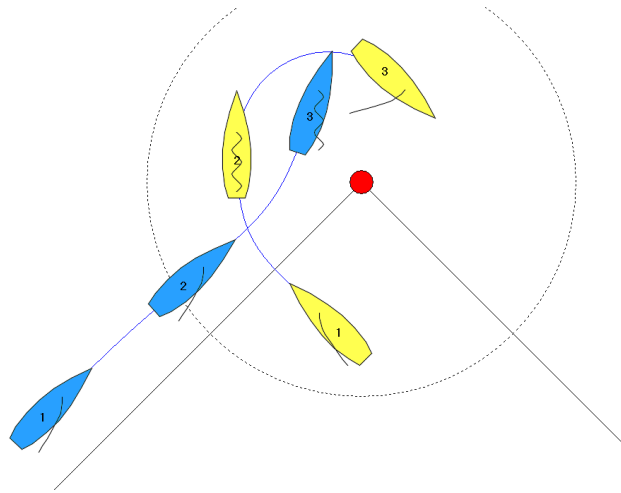
Penalize Yellow. Yellow breaks rule 16.1 by not giving Blue room, namely the space to manoeuvre in a seamanlike way.

## MR Call E7

<b>Rule 11</b>	<b>On the Same Tack, Overlapped</b>
<b>Rule 18.3(b)</b>	<b>Tacking or Gybing (C2.9)</b>
<b>Rule 21</b>	<b>Exoneration</b>
<b>Definitions</b>	<b>Mark-Room (C2.2) and Proper Course (C2.3)</b>

### Question 1

Yellow and Blue approach the windward mark on opposite tacks with Yellow on starboard. Yellow keeps on sailing on starboard beyond her proper course to round the mark before she passes head to wind. Yellow then bears away on her proper course to round the mark and Blue has to luff to give mark-room to Yellow. There is a Y-flag. What should the call be?



### Answer 1

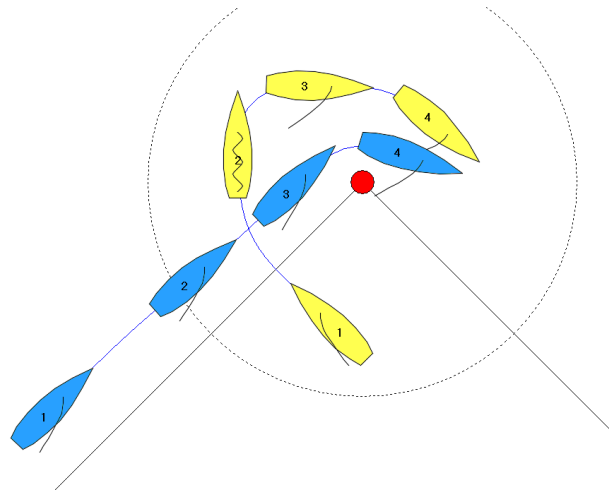
Display the green and white flag.

Yellow broke rule 18.3(b) when she sailed farther from the mark than needed to sail her proper course, however she did not affect Blue's course during the time rule 18.3(b) applied. Once Yellow passed head to wind rule 18.3(b) no longer applied. Therefore, she is not penalized for that breach.

After Yellow passed head to wind at position 2, rule 18.3(b) no longer applied. By luffing up behind Yellow, Blue gave Yellow mark-room. No rules are broken.

## Question 2

The situation starts as in Question 1, but after Yellow passes head to wind, Blue sails in between Yellow and the mark. When Yellow bears away to round the mark on her proper course there is contact between the boats. There is a Y-flag. What should the call be?



## Answer 2

Penalize Blue.

Yellow was entitled to mark-room under rule 18.2(a)(1) and, from the moment she began luffing to round the mark, she was sailing her proper course to round the mark. Therefore, she is exonerated under rule 21 for her breach of rule 11. Blue failed to give Yellow mark-room as required by rule 18.2(a)(1).

Yellow broke rule 18.3(b) before she passed head to wind, but is not penalized for that breach (see Answer 1).

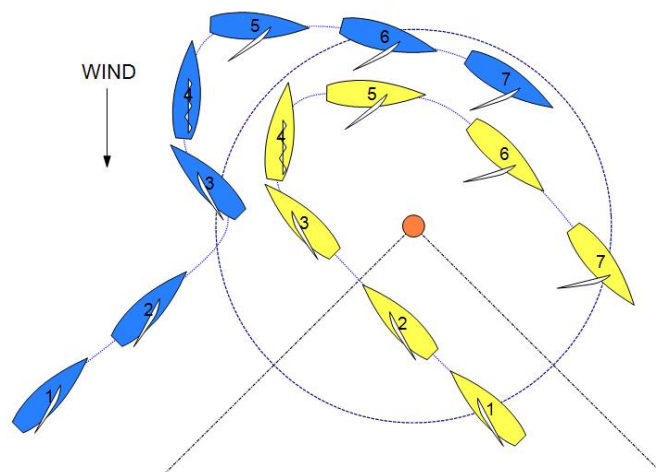
## MR Call E8

<b>Rule 10</b>	<b>On Opposite Tacks</b>
<b>Rule 13</b>	<b>While Tacking or Gybing (C2.6)</b>
<b>Rule 18.2</b>	<b>Giving Mark-Room (C2.9)</b>
<b>Rule 18.3(b)</b>	<b>Tacking or Gybing (C2.9)</b>
<b>Rule C6.5(b)</b>	<b>Controlling position</b>
<b>Rule C8.3</b>	<b>Penalties Initiated by Umpires</b>
<b>Definitions</b>	<b>Keep Clear, Mark-Room (C2.2), Proper Course (C2.3)</b>

### Question 1

Blue on port tack and Yellow on starboard tack are approaching the windward mark on a collision course. The umpires agree that Yellow sails beyond the point where her proper course would be to tack to round the mark. Blue tacks to starboard and keeps clear of Yellow. There is a Y-flag at position 4.

What should the call be?



### Answer 1

Penalize Yellow with a red flag (or possibly a double).

When Yellow first enters the zone overlapped inside Blue, she is entitled to mark-room under rule 18.2(a)(1). However, as an inside overlapped right-of-way boat, Yellow breaks rule 18.3(b) by sailing farther from the mark than needed to sail her proper course before she tacks, and in doing so she affects Blue's course. Display the yellow flag.

A boat is in a "controlling position" when she is ahead and able to manoeuvre towards the next mark without impediment, or she is in a position to be able to impede, affect or change the actions of the other boat without breaking a rule.



Because Yellow could not force Blue to tack without breaking rule 18.3(b), she was not in a “controlling position” in this situation. By breaking rule 18.3(b) and forcing Blue to tack Yellow gained a controlling position.

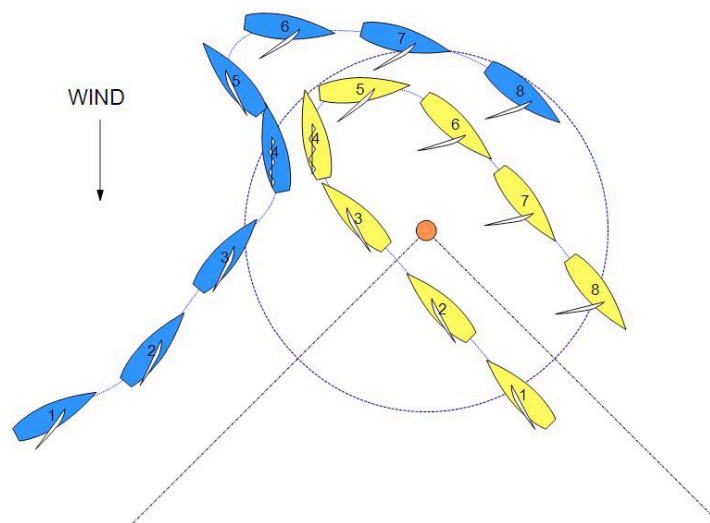
If the umpires were satisfied that Yellow has broken rule 18.3(b) deliberately or has gained an advantage by breaking the rule after allowing for a penalty, they would give Yellow a second penalty under rule C8.3. See also MR Call M2.

If the umpires were not satisfied that either of these conditions existed, the umpires would give Yellow a red-flag penalty under rule C6.5(b).

## Question 2

Blue on port tack and Yellow on starboard tack are approaching the windward mark on a collision course. The umpires agree that Yellow sails beyond the point where her proper course would be to tack to round the mark. Blue tacks to starboard to avoid Yellow, but before she reaches a close-hauled course Yellow has to luff to avoid Blue. Both boats display a Y-flag at position 4.

What should the call be?



## Answer 2

Penalize Yellow with a red flag (or possibly a double) and Blue.

Blue breaks rule 13.1 by not keeping clear while tacking. Because Blue is neither compelled to break a rule, nor entitled to room or mark-room, she cannot be exonerated for her breach.

Yellow, the inside overlapped right-of-way boat, breaks rule 18.3(b) by sailing farther from the mark than needed to sail her proper course before she tacks, and affects Blue's course while doing so.

Coming into the situation, neither boat was in a controlling position because neither boat could impede, affect or change the other boat's course while complying with the applicable rules. See Answer 1. By breaking rule 18.3(b), Yellow gained a controlling position on Blue.

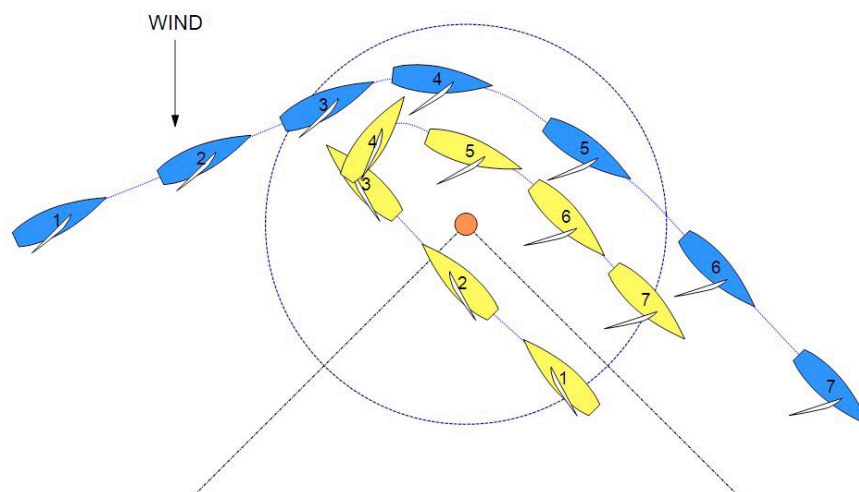
If the umpires were satisfied that Yellow broke rule 18.3(b) deliberately or gained an advantage by breaking the rule after allowing for a penalty, they would give Yellow a second penalty under rule C8.3. This should be a red-flag penalty under rule C5.3 (red and second yellow flag) so that Yellow is behind Blue in the race. See also MR Call M2.

If the umpires were not satisfied that either of these conditions existed, the umpires would give Yellow a red-flag penalty under rule C6.5(b) (yellow and then red flag). This would put Yellow behind Blue and Blue would still have a penalty.

### Question 3

Blue on port tack and Yellow on starboard tack are approaching the windward mark on a collision course. The umpires agree that Yellow sails beyond the point where her proper course would be to tack to round the mark. Blue holds her course. Yellow has to tack to avoid Blue. Both boats display Y flags at position 4.

What should the call be?



### Answer 3

Penalize Blue with a red flag (or possibly a double) and Yellow (with possibly a double).

Yellow, the inside overlapped right-of-way boat, breaks rule 18.3(b) by sailing farther from the mark than needed to sail her proper course before she tacks, and affects Blue's course while doing so (Blue is unable to bear away to round the mark).

Blue breaks rule 10 by not keeping clear. Because Blue is neither compelled to break a rule, nor entitled to room or mark-room, she cannot be exonerated for her breach.

Coming into the situation, neither boat was in a controlling position because neither boat could impede, affect or change the other boat's course while complying with the applicable rules. See Answer 1.

If the umpires were satisfied that Yellow broke rule 18.3(b) deliberately, they would give Yellow a second penalty under rule C8.3. See also MR CALL M2.

By breaking rule 10, Blue has gained a controlling position. If the umpires were satisfied that Blue has broken rule 10 deliberately or has gained an advantage by breaking the rule after allowing for a penalty, they would give Blue a second penalty under rule C8.3. See also MR Call M2.

If the umpires give both Yellow and Blue a double penalty, then Blue's second penalty should be a red-flag penalty under rule C5.3 (red and second blue flag) as Blue gained a controlling position. This would put Blue behind Yellow and Yellow would still have a penalty.

If the umpires were not satisfied that either of these conditions existed, the umpires would give Blue a red-flag penalty under rule C6.5(b).

## MR Call E11

- Rule 10**    **On Opposite Tacks**
- Rule 11**    **On the Same Tack, Overlapped**
- Rule 18**    **Mark-Room (C2.9)**
- Rule 19**    **Room to Pass an Obstruction**
- Definitions** **Keep Clear, Overlap**

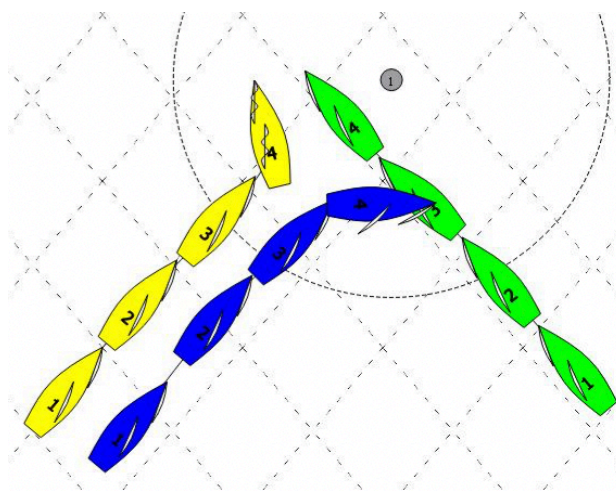
### Question 1

Yellow and Blue in one match and Green in another match are approaching the windward mark overlapped. The mark is to be rounded to starboard

When Green enters the zone, she is overlapped with Yellow and Blue, who are overlapped on port tack. Yellow and Blue are on a collision course with Green.

Blue does not hail for room to tack. At position 3, Blue bears away and passes close behind Green. Yellow luffs and tacks to avoid Green and Y-flags.

What should the call be?



### Answer 1

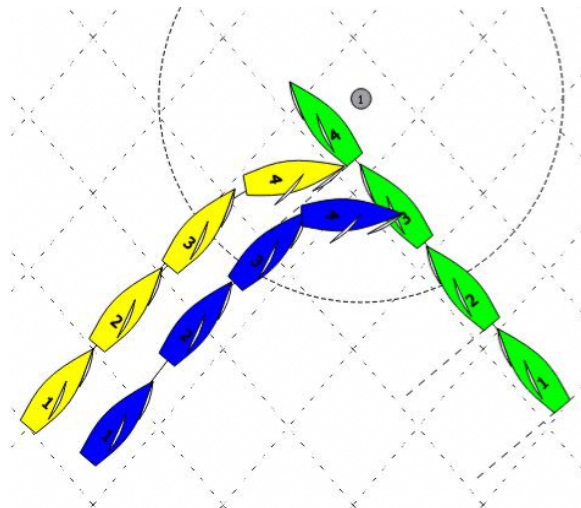
Green is an inside overlapped boat and therefore entitled to mark-room from Blue and Yellow under rule 18.2(a)(1) (rule C2.9). Blue is an inside overlapped boat relative to Yellow and therefore entitled to mark-room from Yellow under rule 18.2(a)(1) (rule C2.9).

If Yellow gave Blue room to tack but Blue did not tack, display the green and white flag. Yellow has given mark-room to both Blue and Green and Blue has given mark-room to Green. Note that rule 19 does not apply (see rule 19.1(b)).

If Yellow did not give Blue room to tack as part of Blue's proper course, and/or Blue's obligation to give Green mark-room, penalise Yellow. Blue does not need to hail nor make arm signals for 'room to tack' as the room required to be given by Yellow is mark-room as required by rule 18, not room as required by rule 20.

## Question 2

The situation is the same as in Question 1, but instead of luffing and tacking, Yellow bears away with Blue to pass behind Green and there is contact between Yellow and Green. Blue displays a Y-flag. What should the call be?



## Answer 2

Penalize Yellow.

Rule 19 does not apply, therefore Blue is not required to give Yellow room to pass between Green and herself. Yellow fails to keep clear of (and give mark-room to) both Green and Blue under rules 10, 11, and 18.2(a)(1).

## **MR CALL G5**

**DELETED**

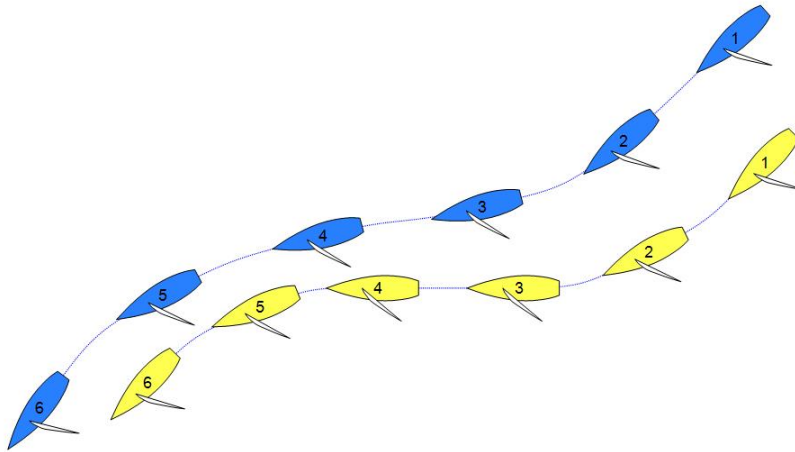
[Note: Amended Nov 2018]

## MR CALL G7

- Rule 11**      **On the Same Tack, Overlapped**
- Rule 16.1**    **Changing Course**
- Rule C6.5(b)** **Red-Flag Penalty**
- Rule C7.2**    **All Penalties**
- Rule C7.3(d)** **Penalty Limitations**
- Rule C8.3**    **Penalties Initiated By Umpires**

### Question 1

Yellow and Blue are sailing downwind with Blue overlapped to windward of Yellow. Yellow luffs slowly and Blue responds, but Blue's response is not enough for her to keep clear. There is contact between Blue's spinnaker and Yellow's rigging. Blue is blocking Yellow's wind and she overtakes Yellow. There is a Y-flag. What should the call be?



### Answer 1

If Blue could have kept clear but either responded too slowly or not enough, then Blue has broken rule 11. Penalize Blue.

If in addition the umpires are satisfied that Blue has broken a rule deliberately or has gained an advantage by breaking the rule after allowing for a penalty, they would give Blue a second penalty under rule C8.3. If the umpires were not satisfied that either of these conditions existed, but are satisfied that Blue gained a controlling position because of the breach, the umpires would give Blue a red-flag penalty under rule C6.5(b). See also MR Call M2.

## **Question 2**

Would the answer be different if the Yellow had an outstanding penalty?

## **Answer 2**

No. However, if Blue was given a red-flag penalty under rule C8.3, this would not offset Yellow's outstanding penalty [rule C7.2(e)]. Blue would have to take her penalty as soon as reasonably possible and Yellow would still have an outstanding penalty.

## **Question 3**

Would the answer be different if the boats are getting closer to the finishing line and Yellow has an outstanding penalty?

## **Answer 3**

No. However, in this situation it is more likely that the conditions for a double penalty are met.

If a double penalty has been signalled to Blue, the first penalty will offset Yellow's penalty [rule C.7.2(e)]. Blue will not be recorded as finishing until she completes her second penalty and then finishes [rule C7.2(d)].



## MR CALL K2

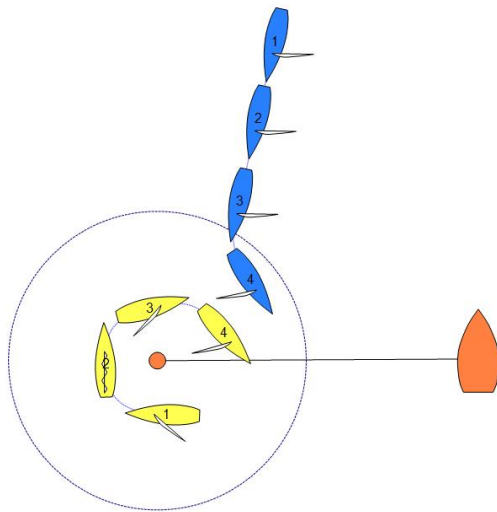
**Rule 11** On the Same Tack, Overlapped

**Rule 18.2** Giving Mark-Room (C2.9)

**Rule 22.2** Taking Penalties

### Question

Yellow enters the zone of the finishing mark clear ahead of Blue, and is taking a penalty around the finishing mark. As Yellow tacks and bears away on port, Blue, approaching the mark on starboard, bears away and gybes to port. There is a Y-flag. What should the call be?



### Answer

Because Yellow enters the zone clear ahead of Blue, she is entitled to mark-room under rule 18.2(a)(2). When Yellow passes head to wind rule 18.2(a)(2) continues to apply, but as Yellow also begins taking a penalty, she must keep clear of Blue under rule 22.2 until she completes her penalty by bearing away to a course that is more than ninety degrees from the true wind. Although Yellow is sailing within the mark-room to which she is entitled, she is not exonerated for her breach of rule 22.2 under rule 21(a) because rule 21(a) does not include rules in Section D, or rule 64.1(a) because Yellow was not compelled to break rule 22.2.

If Blue is required to take avoiding action before Yellow completes her penalty, Yellow is not keeping clear under rule 22.2, even if Blue is also changing course to give mark-room. Signal that Yellow has completed her penalty and penalize Yellow again for breaking rule 22.2. See MR Call N7.

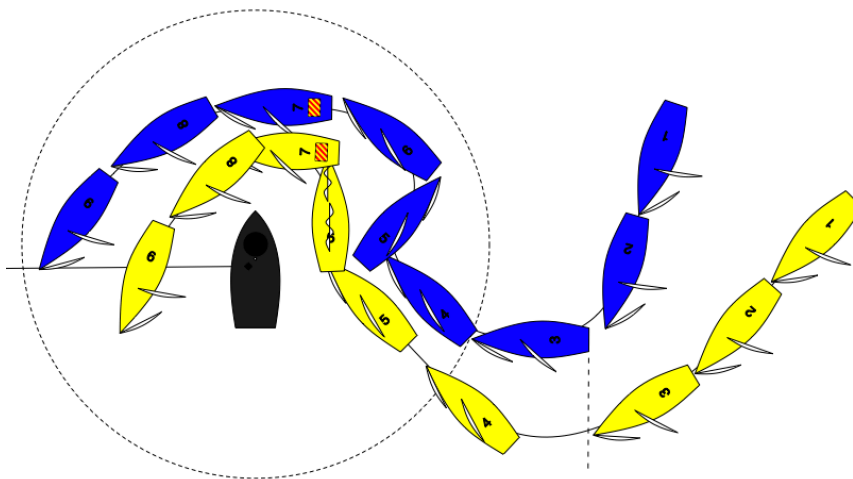
If Blue's change of course is not required until after Yellow completes her penalty, display the green and white flag.

## MR Call K6

<b>Rule 18.2(a)(2)</b>	<b>Giving Mark-Room (C2.9)</b>
<b>Rule 21</b>	<b>Exoneration</b>
<b>Rule 22.2</b>	<b>Taking Penalties</b>
<b>Definitions</b>	<b>Mark-Room (C2.2) and Proper Course (C2.3)</b>
<b>Rule C7.4</b>	<b>Taking and Completing Penalties</b>
<b>Rule C8.3</b>	<b>Penalties Initiated by Umpires</b>

### Question 1

Both boats are approaching the race committee vessel end of the finishing line. Blue has an outstanding penalty. Blue reaches the zone clear ahead of Yellow. Blue tacks onto port tack, gets to a close-hauled course and tacks back onto starboard tack. At position 7, just before Blue reaches a course more than ninety degrees from the true wind, there is contact between the boats and both boats protest. What should the call be?



### Answer 1

The umpires shall act under rule C5.6 once Blue is no longer taking a penalty on port tack. Signal that Blue has completed her penalty. Penalize Blue and Yellow at the same time. Then signal a second penalty to Yellow.

When the contact happened, Blue was still taking her penalty. Not keeping clear of another boat while taking a penalty does not make the penalty invalid, but it breaks rule 22.2, so because there was a protest, Blue gets one penalty for that breach.

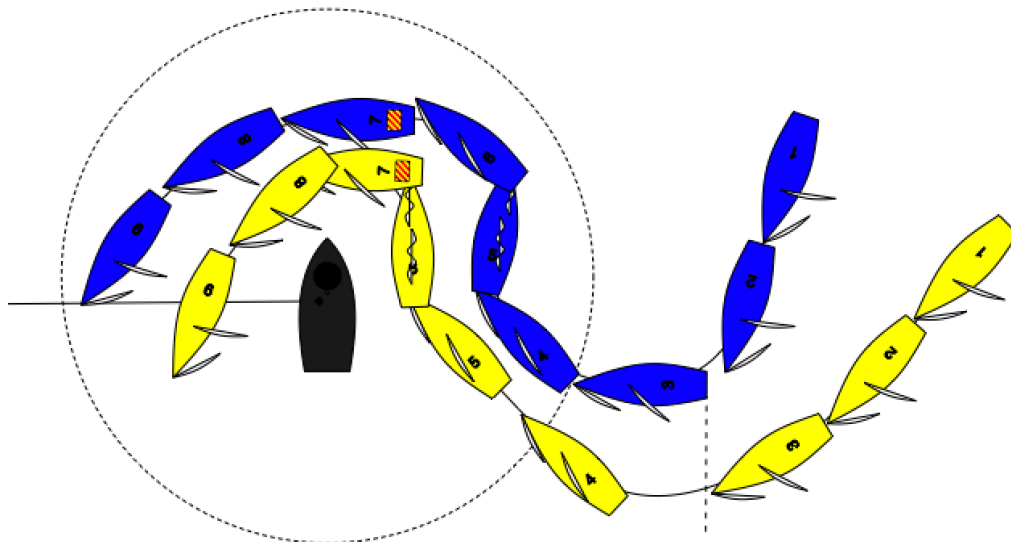
Throughout the incident Blue never leaves the zone, so she is entitled to mark-room all the time. Although Blue is not sailing a proper course while she is taking her penalty, mark-room is still the space she needs to sail her proper

course, which is the course she would sail to finish as soon as possible in the absence of Yellow. Yellow fails to give her that space and breaks rule 18.2(a)(2). However Blue is not exonerated for breaking rule 22.2 under rule 21(a) (because rule 21(a) does not include rules in Section D) or 64.1(a) (because Blue was not compelled to break rule 22.2).

Because Yellow gained an advantage by breaking a rule after allowing for a penalty, she also gets an umpire initiated penalty under rule C8.3(a).

## Question 2

The situation is the same as in Question 1, except that Blue does not complete her tack onto port tack before tacking back onto starboard tack. What should the call be?



## Answer 2

The Umpires shall signal under rule C5.6 once Blue is no longer taking a penalty. Penalize Yellow for not giving mark-room. Remove Blue's penalty flag as the penalties are now offset. Then signal a second penalty to Yellow.

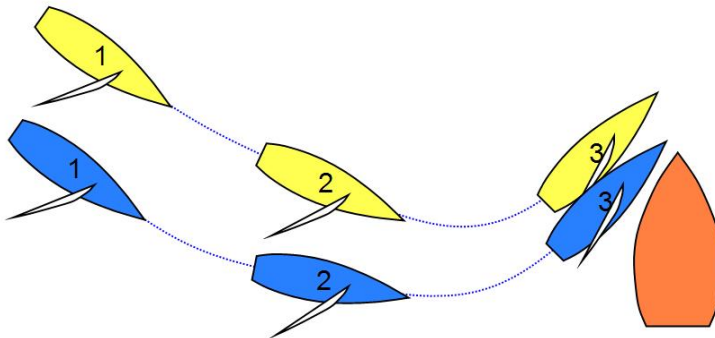
Blue is no longer taking a penalty after position 5 (see rules C7.2(a)(2) and MR Call N6).

From the time Blue starts luffing back towards starboard tack, she is sailing her proper course to round or pass the mark. Yellow breaks rule 18.2(a)(2) by not giving her mark-room, and Blue is exonerated for her breach of rule 11 under rule 21(a).

Because Yellow gained an advantage by breaking a rule after allowing for a penalty, she also gets an umpire initiated penalty.

## MR CALL L10

<b>Rule 16.1</b>	<b>Giving Room</b>
<b>Rule 19</b>	<b>Room to Pass an Obstruction</b>
<b>Rule 21</b>	<b>Penalties and Exoneration</b>



### Question

Yellow and Blue, overlapped on port tack, are approaching an obstruction which can be passed on either side.

Blue is sailing to pass to leeward of the obstruction, but from Position 2 Blue luffs quickly to pass to windward of the obstruction. Yellow responds immediately, but is unable to keep clear of Blue. There is contact between them. Both boats protest. What should the call be?

### Answer

Penalise Blue.

When Blue changes course to pass to windward of the obstruction she must give Yellow room to keep clear under rule 16.1. Blue fails to do so and breaks rule 16.1.

As a result of Blue breaking rule 16.1, Yellow breaks rules 11 and 19.2(b). Yellow is exonerated for her breach of rule 11 by rule 21(a) because she was sailing within the room to which she was entitled under rule 16.1, and for her breach of rule 19.2(b) under rule 64.1(a) because she was compelled to break that rule by Blue's breach of rule 16.1.

*When a right of way boat on a course to pass on one side of an obstruction changes course to pass on the other side, she must comply with any applicable rules of Section A or B.*