

Racing Rules of Sailing

Rules Seminar

2017-2020

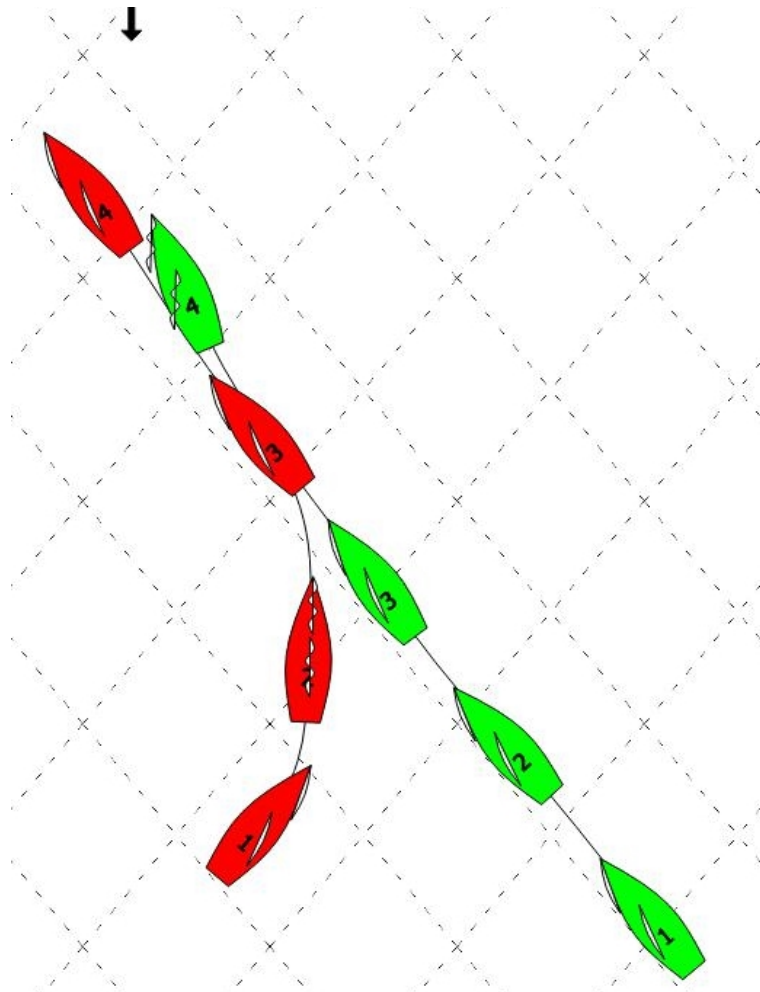


Version 3 March 2018, Developed by Jerry Thompson. Email suggestions to trimsails@gmail.com.

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Pre-quiz – Please list the Rule(s) in effect at positions 1 thru 4. And determine if a Rule(s) was/were broken. 30 seconds – Go!

Introduction

Having a solid understanding of the Racing Rules of Sailing is essential for all who race – skippers and crew. Understanding your situation and the rules that apply will enable you to use tactics to good advantage over your rivals and to hopefully avoid trouble.

This seminar is designed to give participants a solid understanding of the Definitions, Sportsmanship, and Rules of Part 2 – When Boats Meet. Part 2 includes 4 Sections:

- Section A – Right of Way, Rules 10-13
- Section B – General Limitations, Rules 14-17
- Section C – At Marks and Obstructions, Rules 18-20
- Section D – Other Rules, Rules 21-24

We will cover the most common situations you are likely to experience on the water. We will also cover what you must do to protest another boat for breaking a Rule of Racing to include initial notification and recording facts. Everyone will complete a Protest Form and participate in/observe a mock hearing in an effort to demystify the protest hearing process.

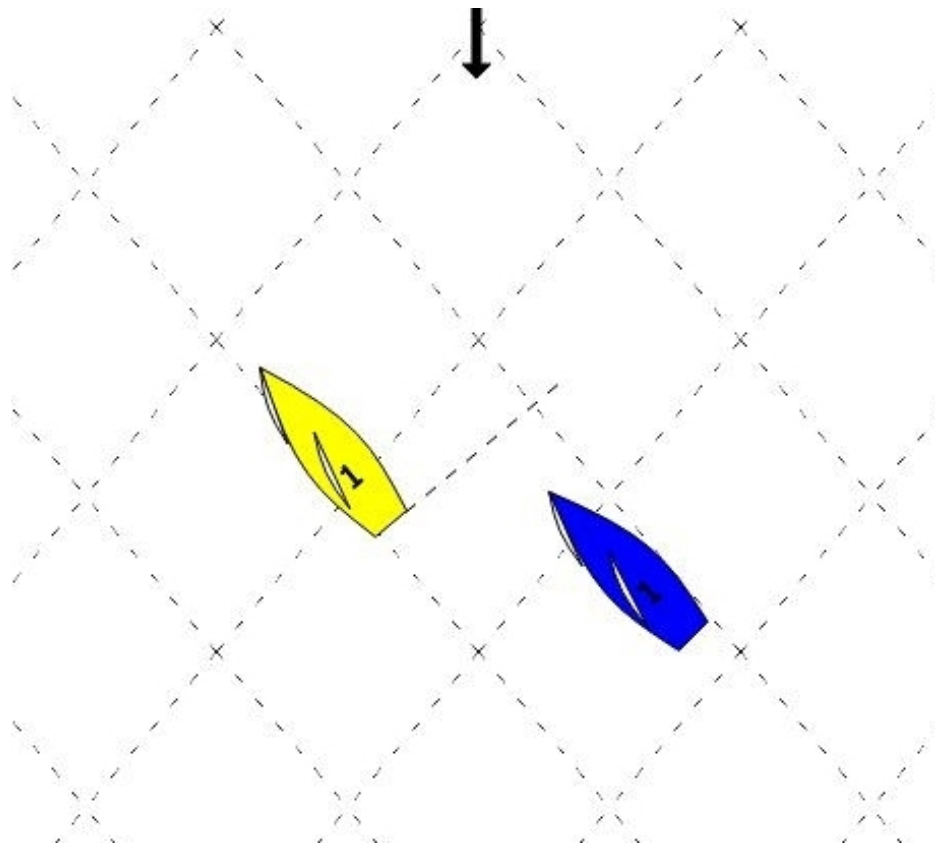
Definitions

From this point forward everything in black text is straight from the Racing Rules of Sailing. I use purple text to add my own comments.

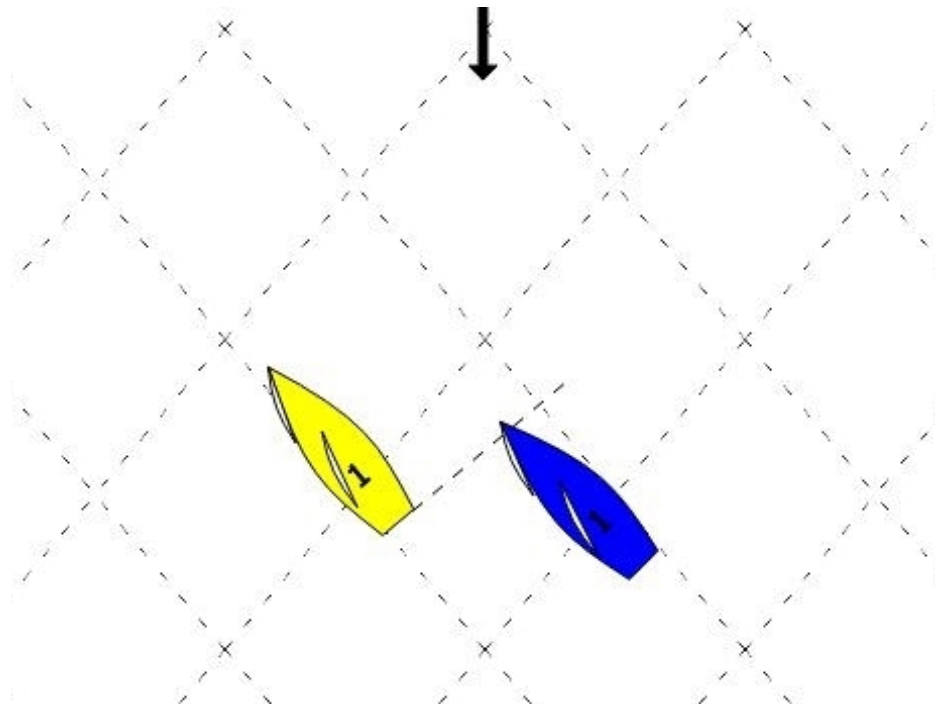
Underlined sections indicate a change from the previous Racing Rules of Sailing.

A term used as stated below is shown in *italic* type or, in preambles, in ***bold italic*** type.

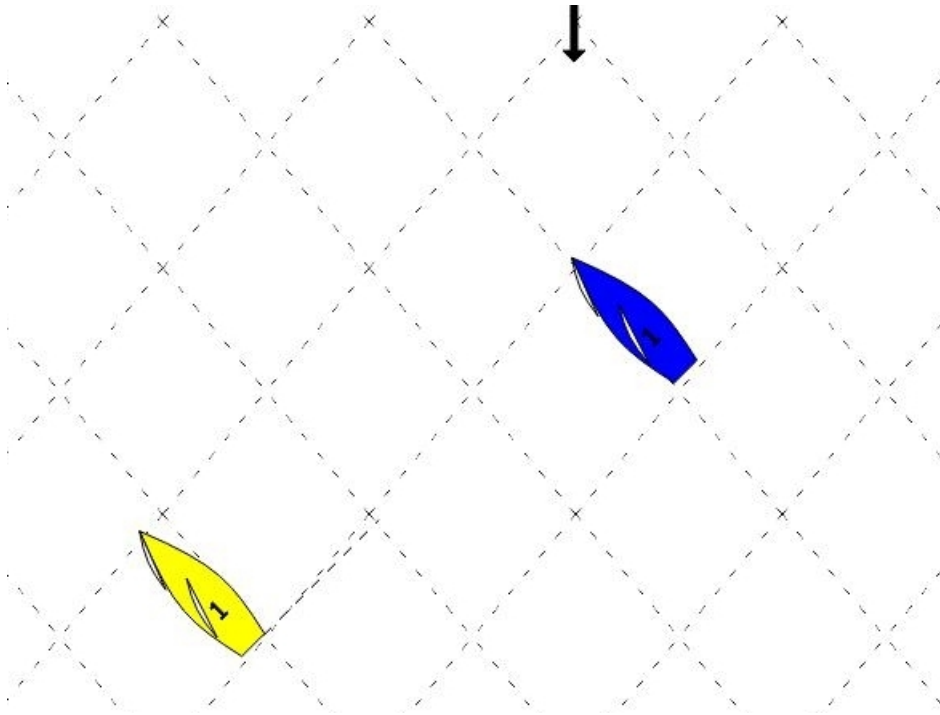
Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They apply to boats on opposite tacks only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.



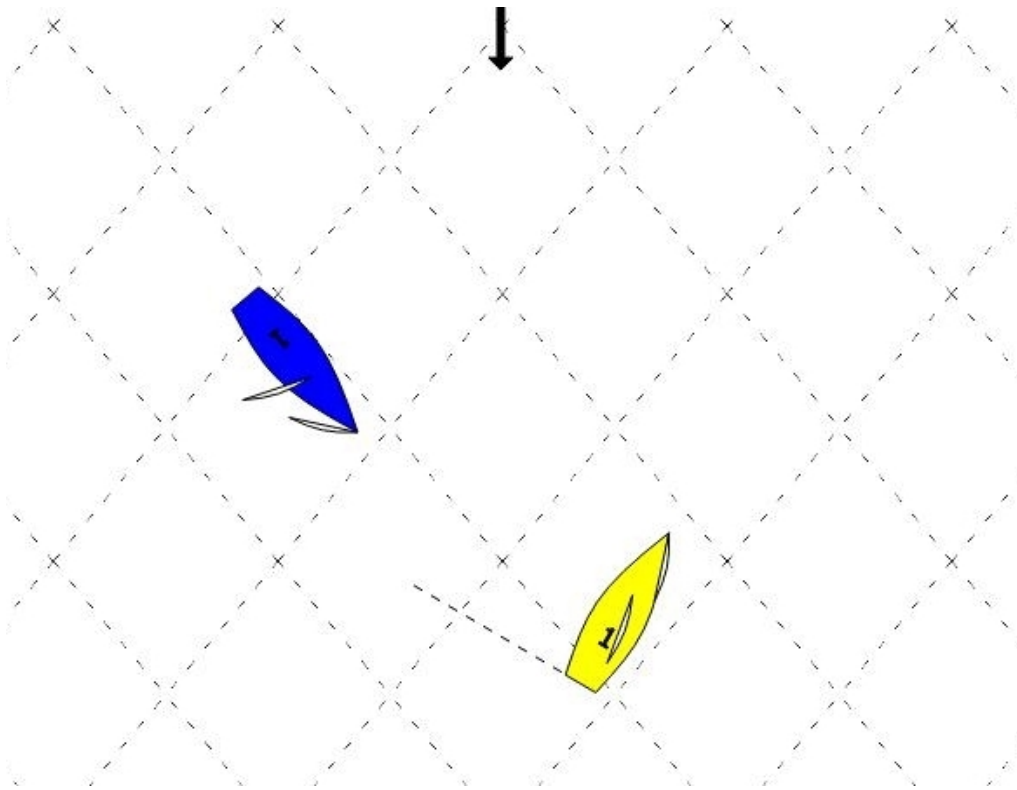
Yellow Clear Ahead – Blue Clear Astern



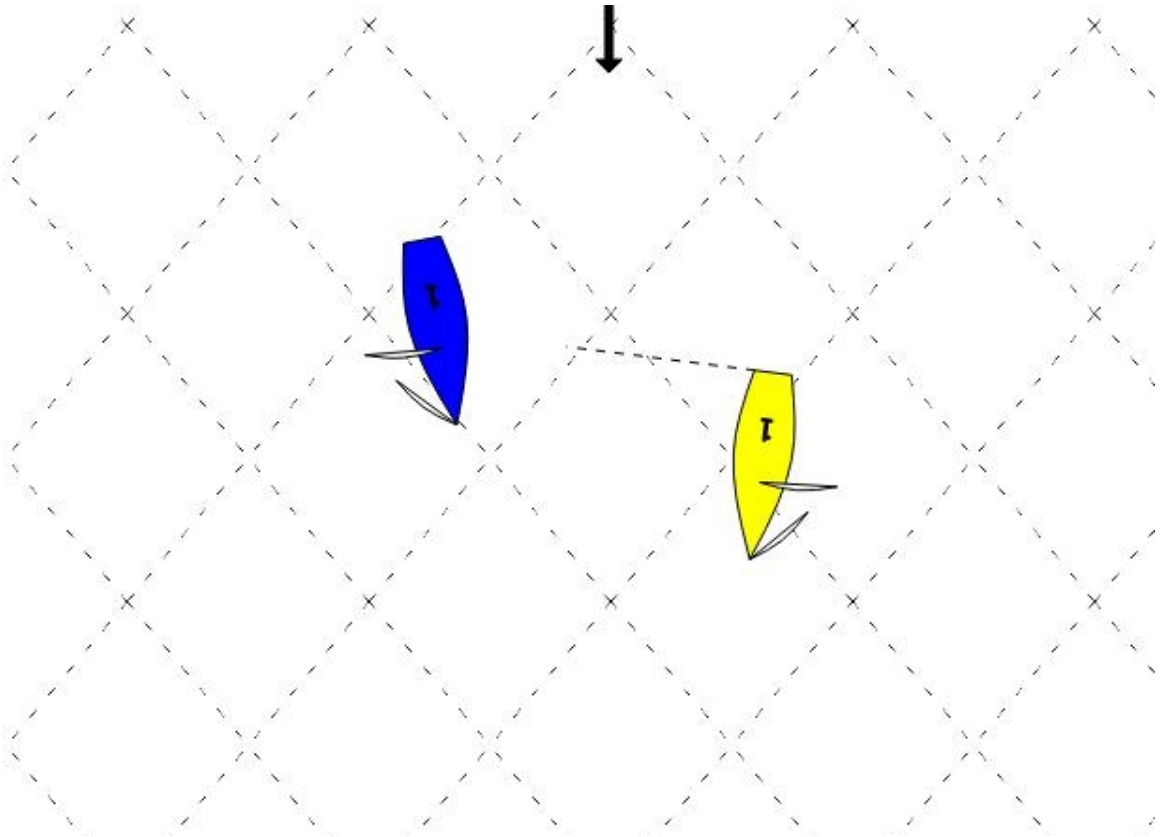
Overlapped – Neither is Clear Ahead or Clear Astern



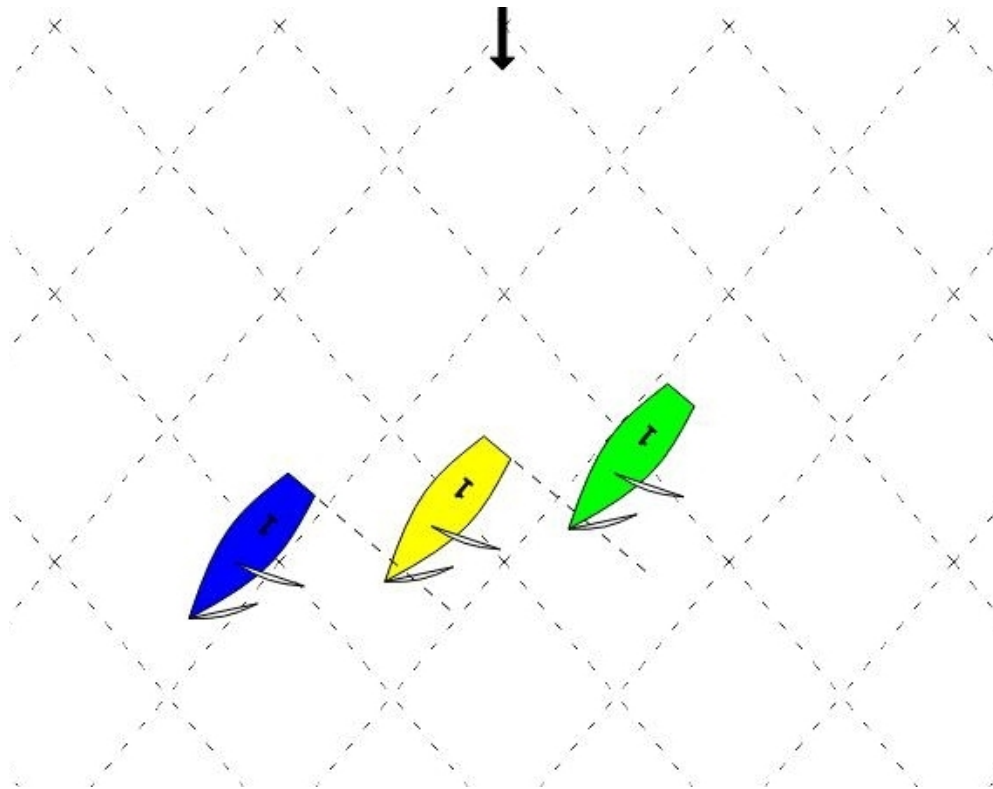
Same tack – Overlapped



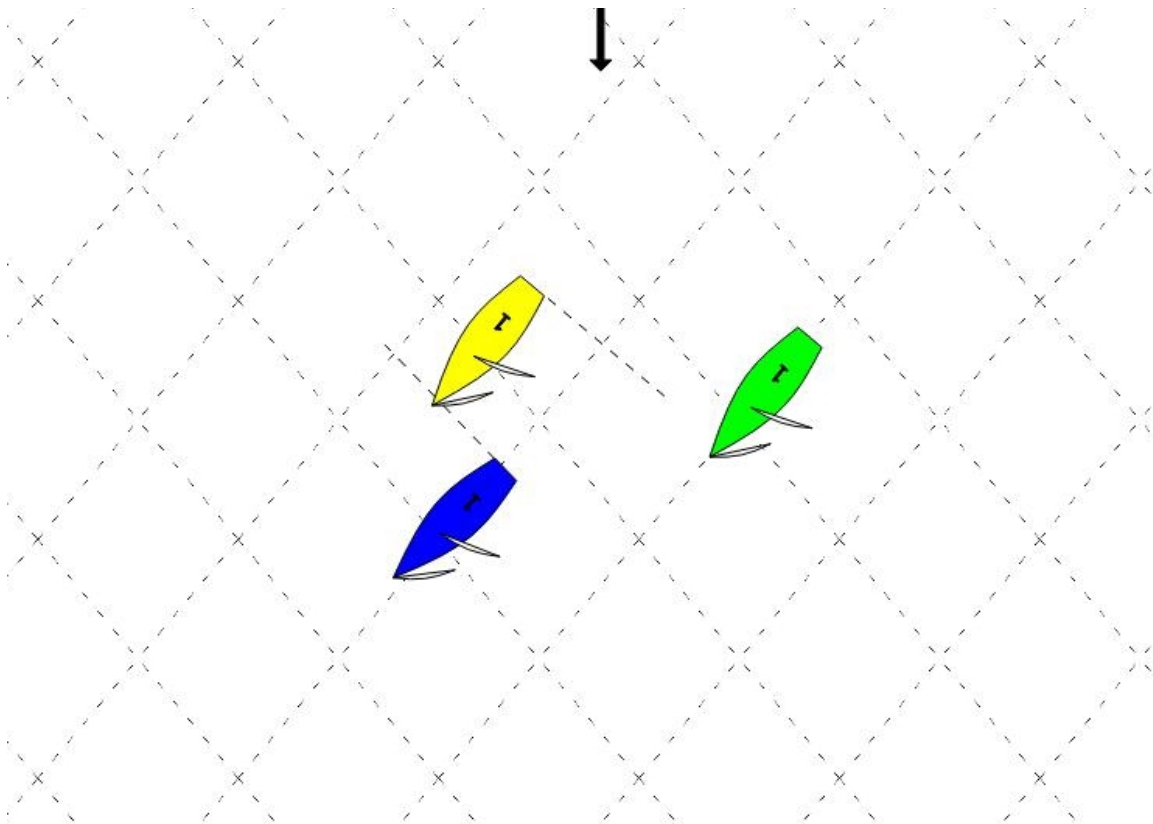
Same tack – Overlapped



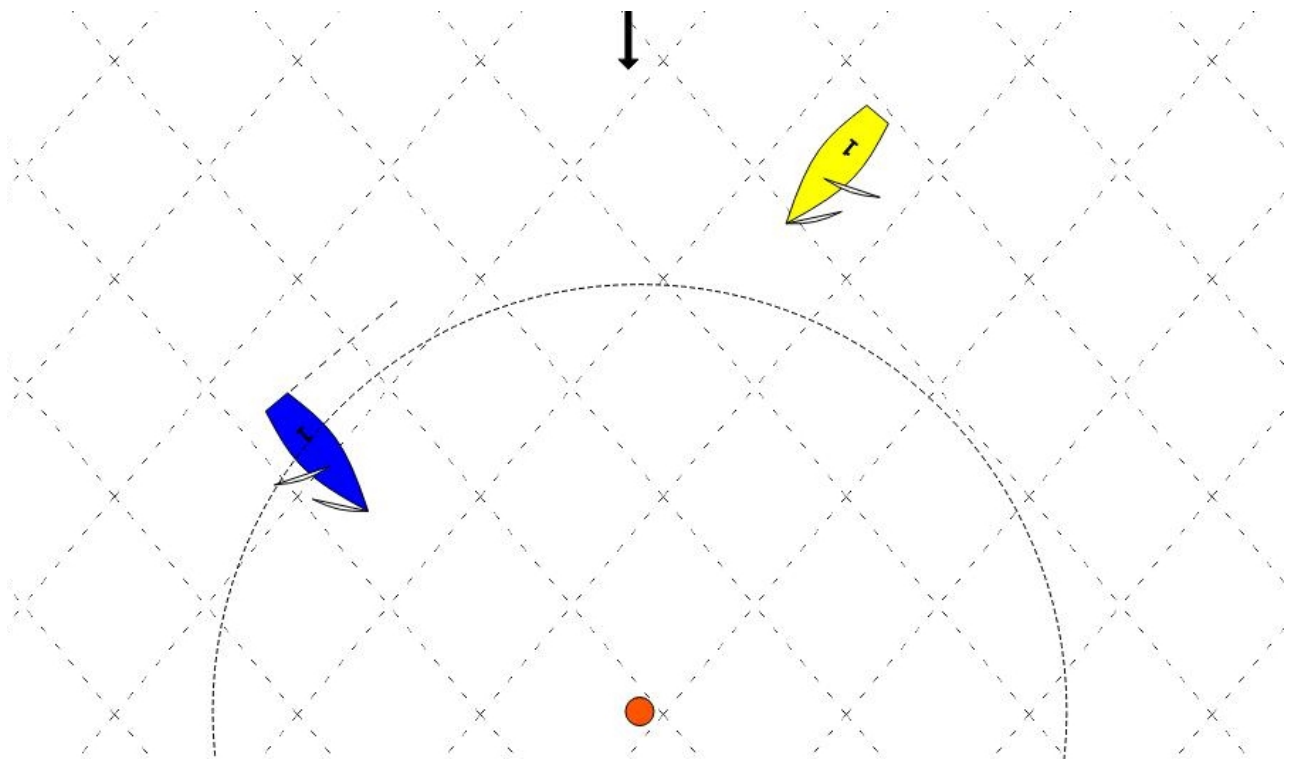
Opposite tack, 90 degrees or more off the wind – Overlapped



Same tack, 90 degrees or more off the wind - Blue is overlapped with Yellow and Green

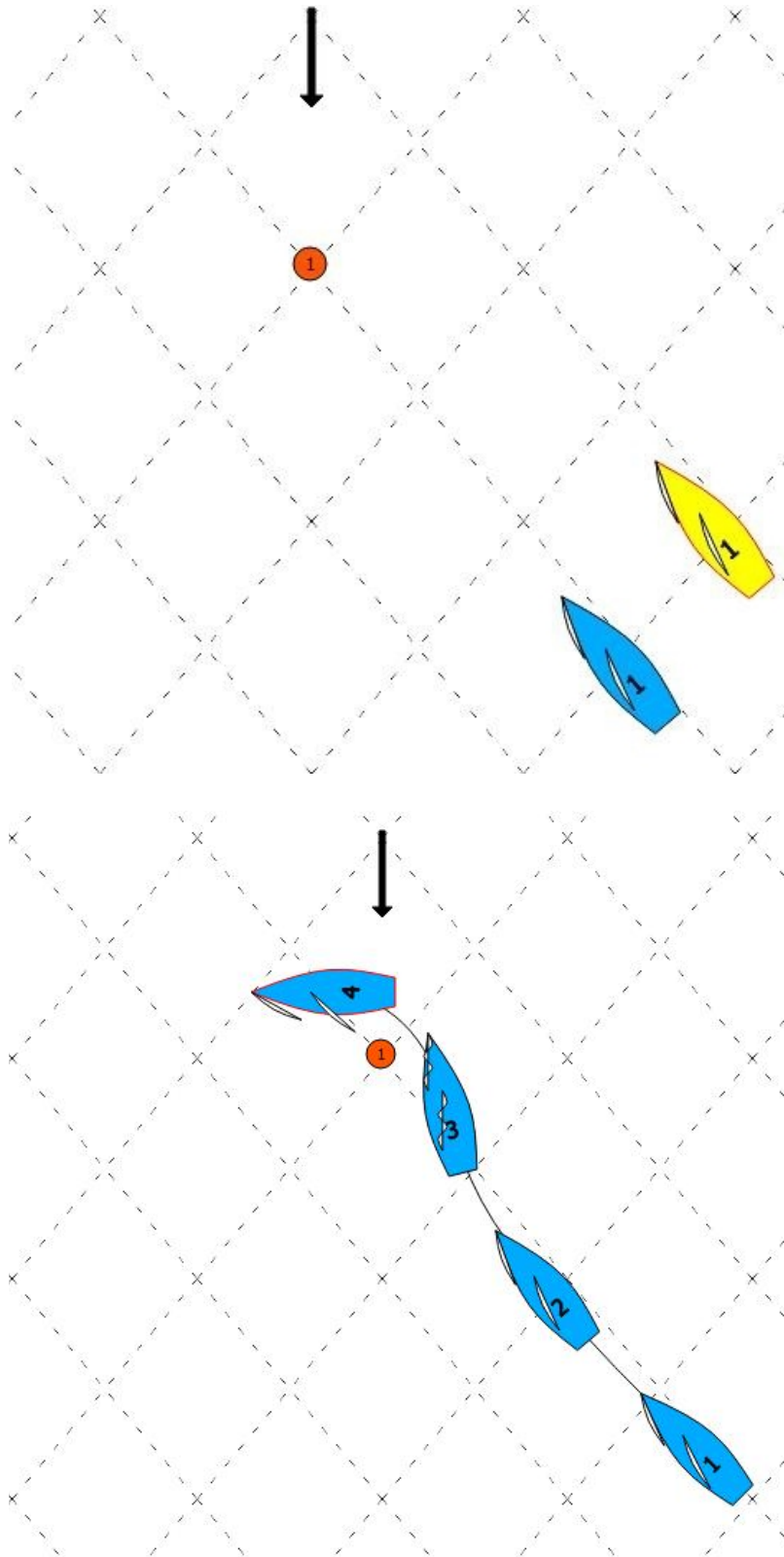


Same tack, 90 degrees or more off the wind - Blue is overlapped with Yellow, but not Green



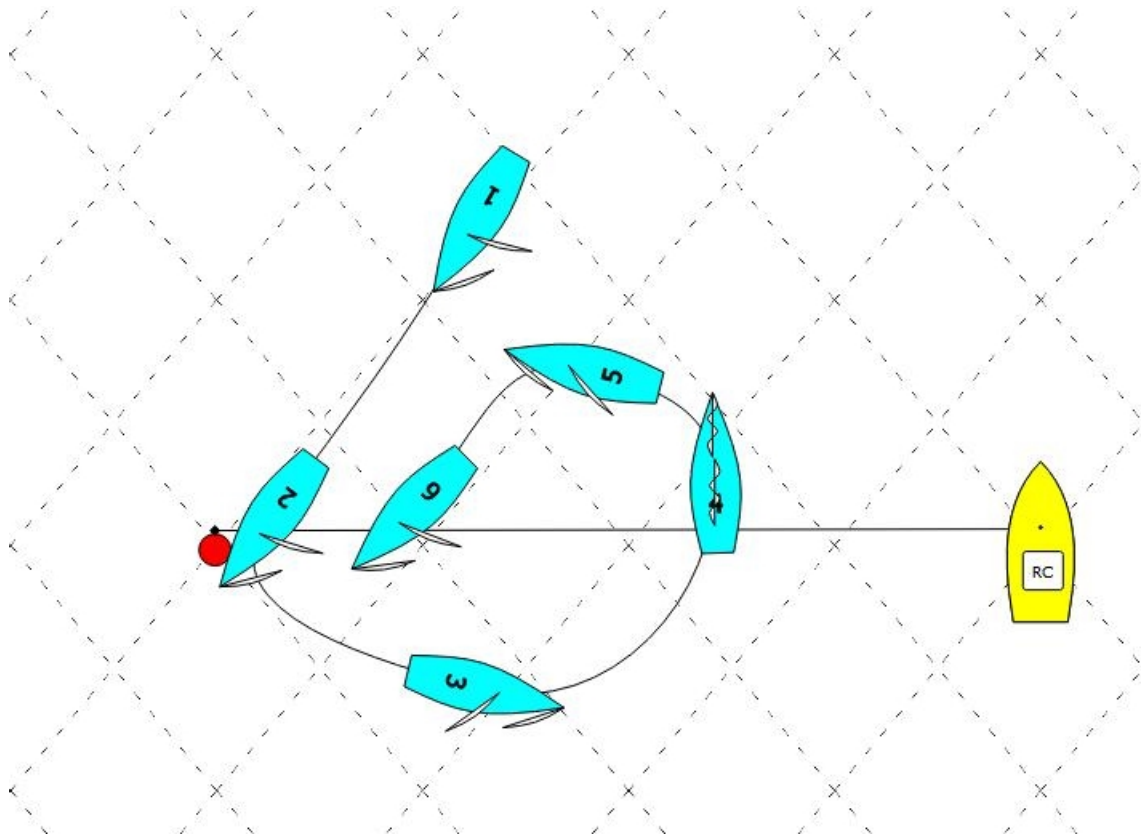
Opposite tack, 90 degrees or more off the wind – Overlapped

Fetching A boat is fetching a mark when she is in a position to pass to windward of it and leave it on the required side without changing tack.

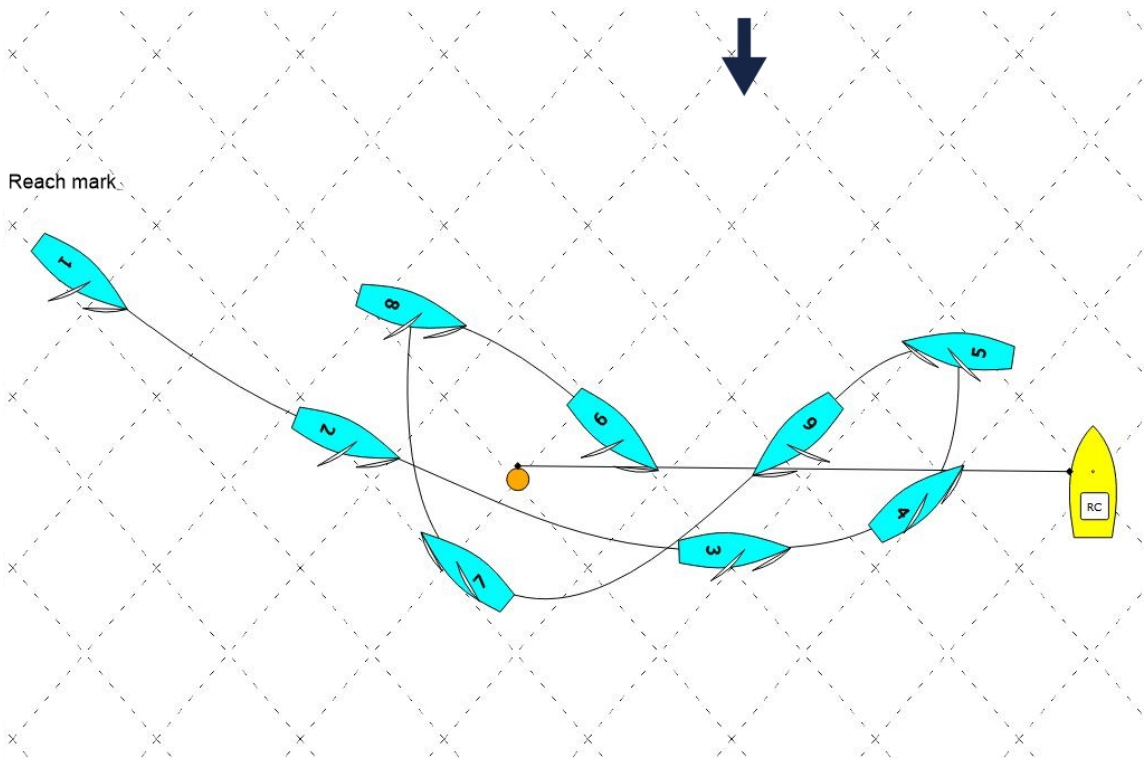


Finish A boat *finishes* when any part of her hull, or crew, or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

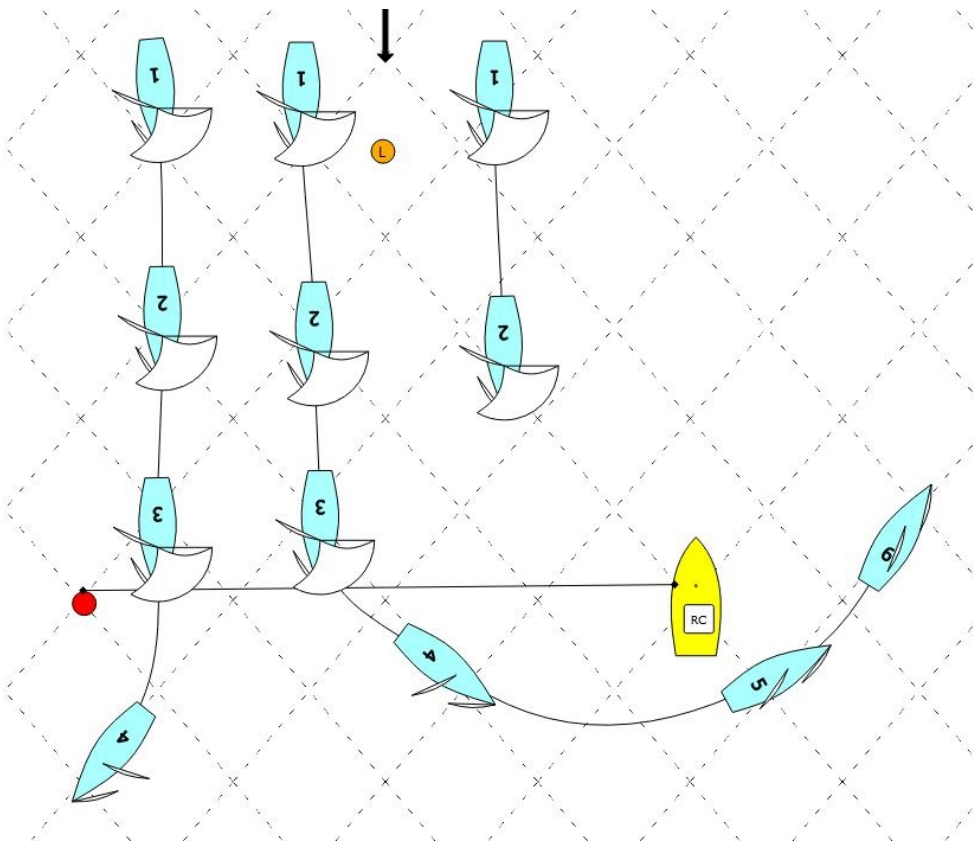
- (a) takes a penalty under rule 44.2
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.



Takes a penalty under Rule 44.2



Corrects an error under Rule 28.2 made at the line



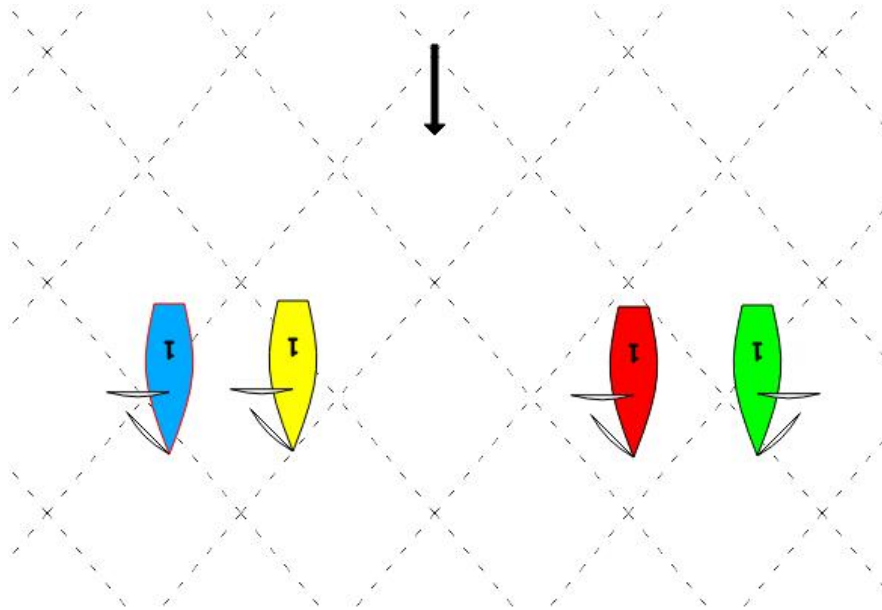
Left returns to marina – Finished, Middle realizes error and continues to sail the course – Not Finished, Right needs to properly round the leeward mark if she continues or breaks 28.2.

Keep Clear A boat *keeps clear* of a right-of-way boat

(a) if the right-of-way boat can sail her course with no need to take avoiding action and,

(b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.



Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

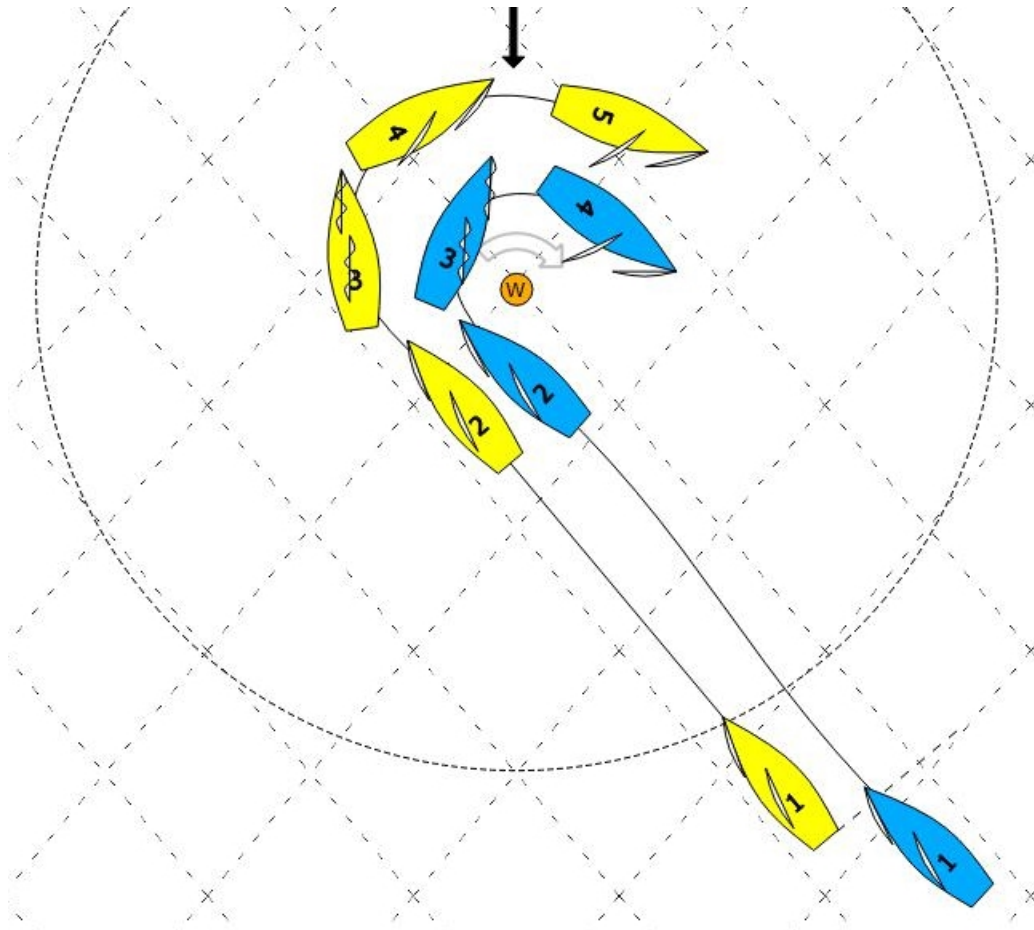
You may touch the anchor line and proceed without taking a penalty turn.

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

(a) *room* to sail to the *mark* when her *proper* course is to sail close

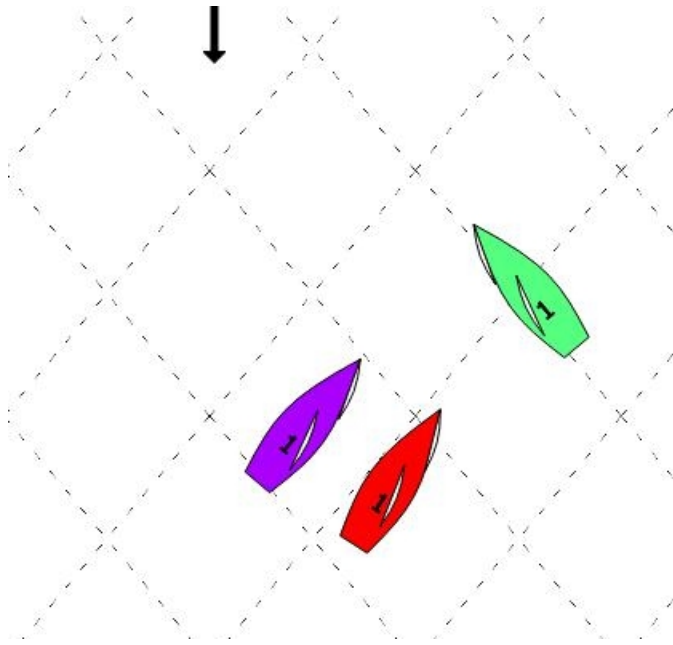
to it, and

(b) *room* to round the *mark* as necessary to sail the course. However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.



Mark-Room, room to tack

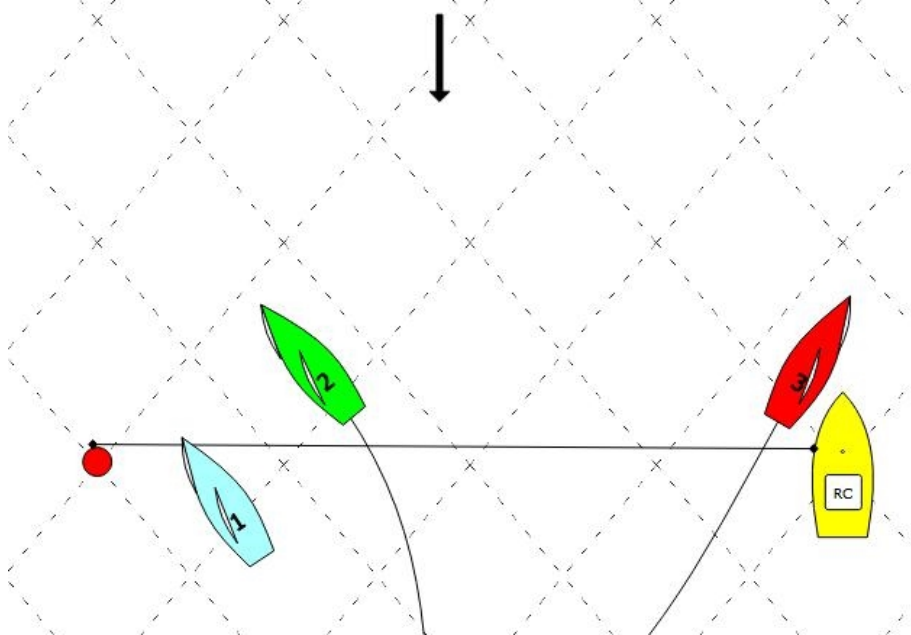
Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.



Common obstruction – ROW boat

Proper Course A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. **A boat has no *proper course* before her starting signal.**

Racing A boat is *racing* from her **preparatory signal** until she *finishes* and **clears the finishing line and marks** or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.



Boat 1 – Finished? Racing? Boat 2 – Finished? Racing? Boat 3 - Finished? Racing?

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.

Rule (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

(b) World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;

(c) the prescriptions of the national authority, unless they are changed by the sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;

(d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');

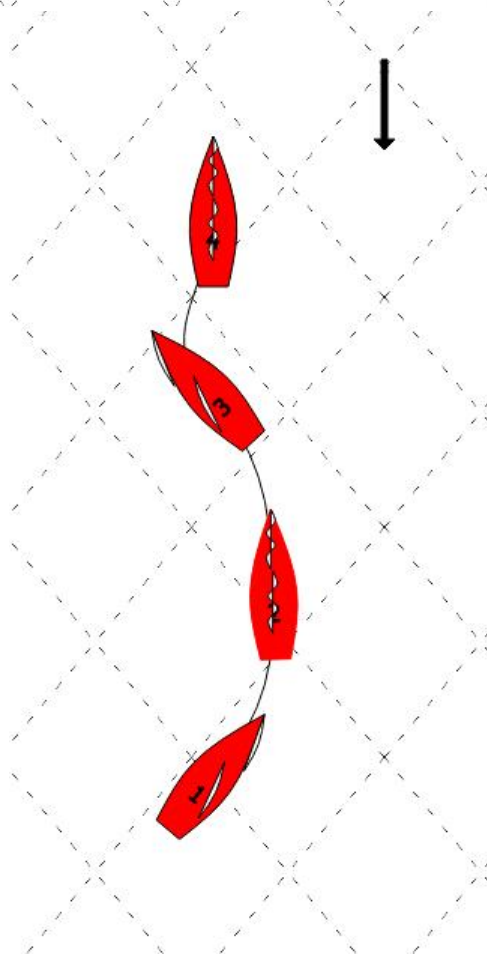
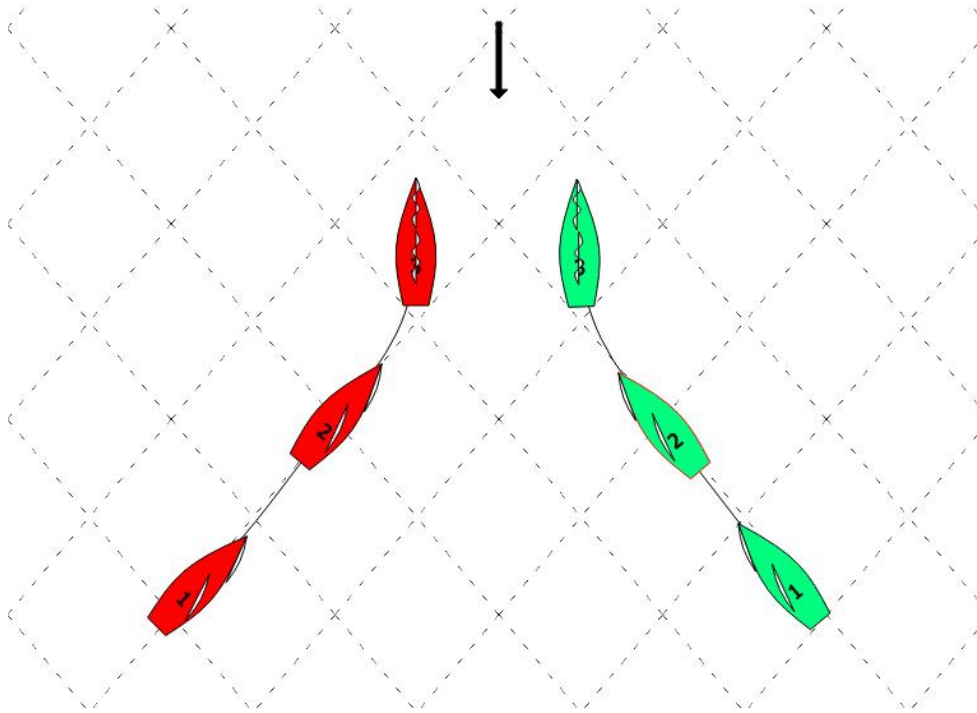
(e) the notice of race;

(f) the sailing instructions; and

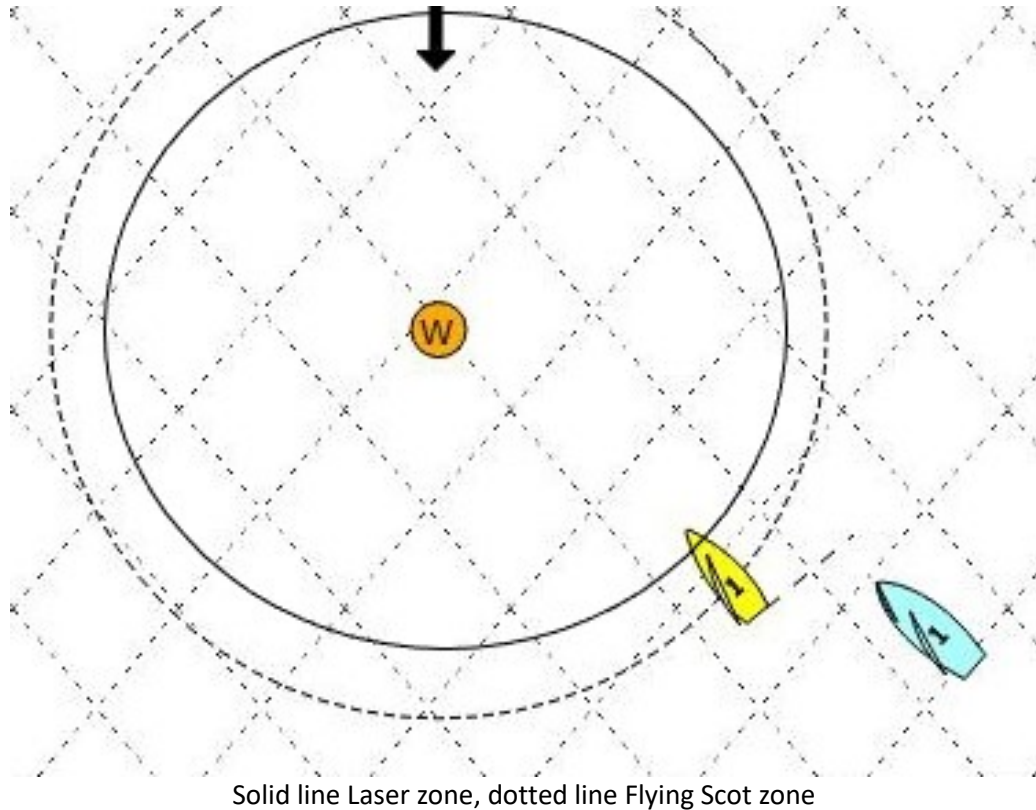
(g) any other documents that govern the event.

Start A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark.

Tack, Starboard or Port A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.



Zone The area around a *mark* within a distance of **three hull lengths of the boat nearer to it**. A boat is in the *zone* when any part of her hull is in the *zone*.



Barging???? Seamanlike???? Tacking????

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of **rules** that they are expected to follow and **enforce**. A fundamental principle of sportsmanship is that when competitors break a **rule** they will promptly take a penalty, which may be to retire.

"Hey I owe you one" or "I owe you a beer"

PART 2 WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage or rule 24.1.*

What is serious damage?

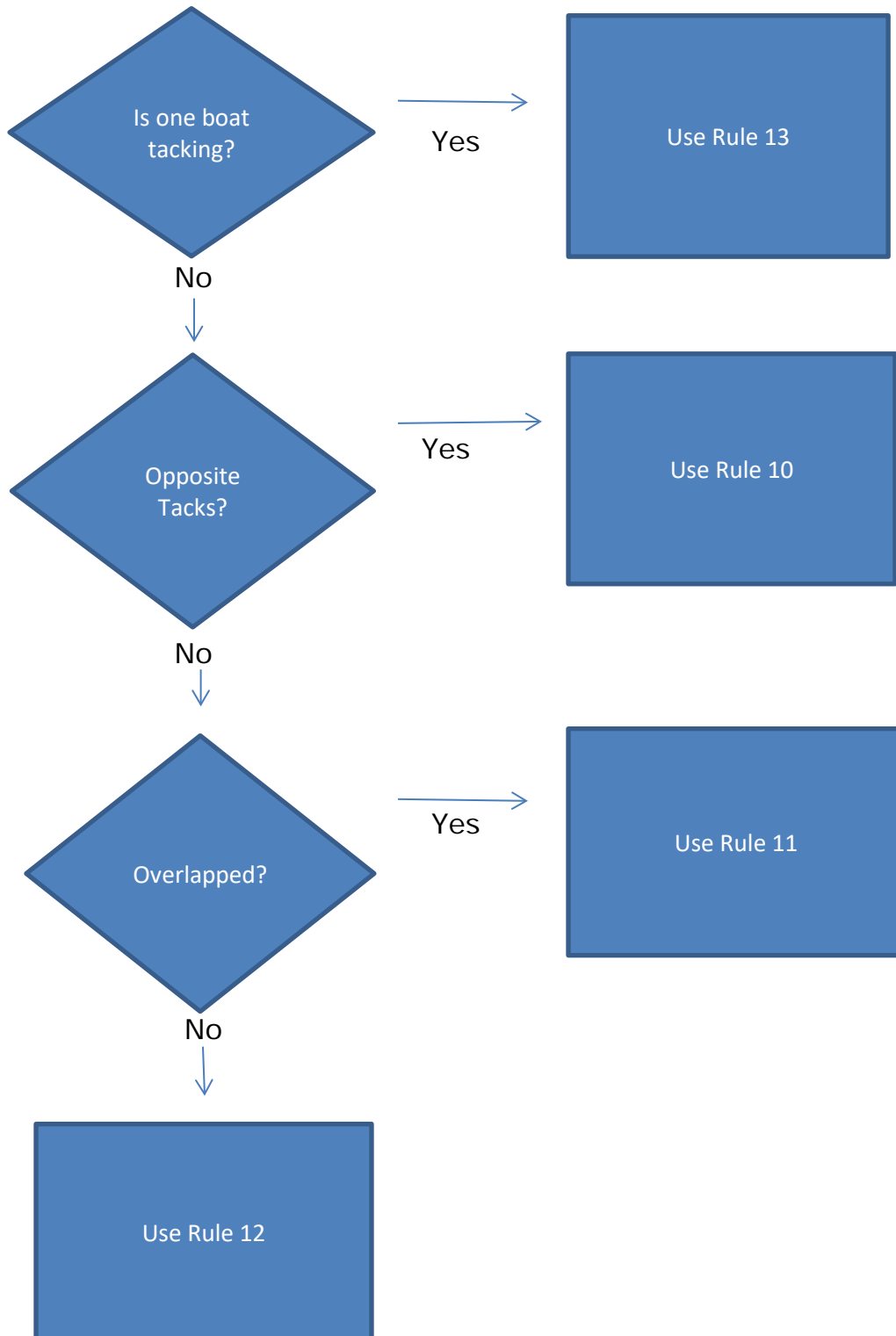
- Safety of crew at risk.
- Hole in hull.
- Expensive to repair.
- Market value diminished even after repaired.

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A RIGHT OF WAY

*A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

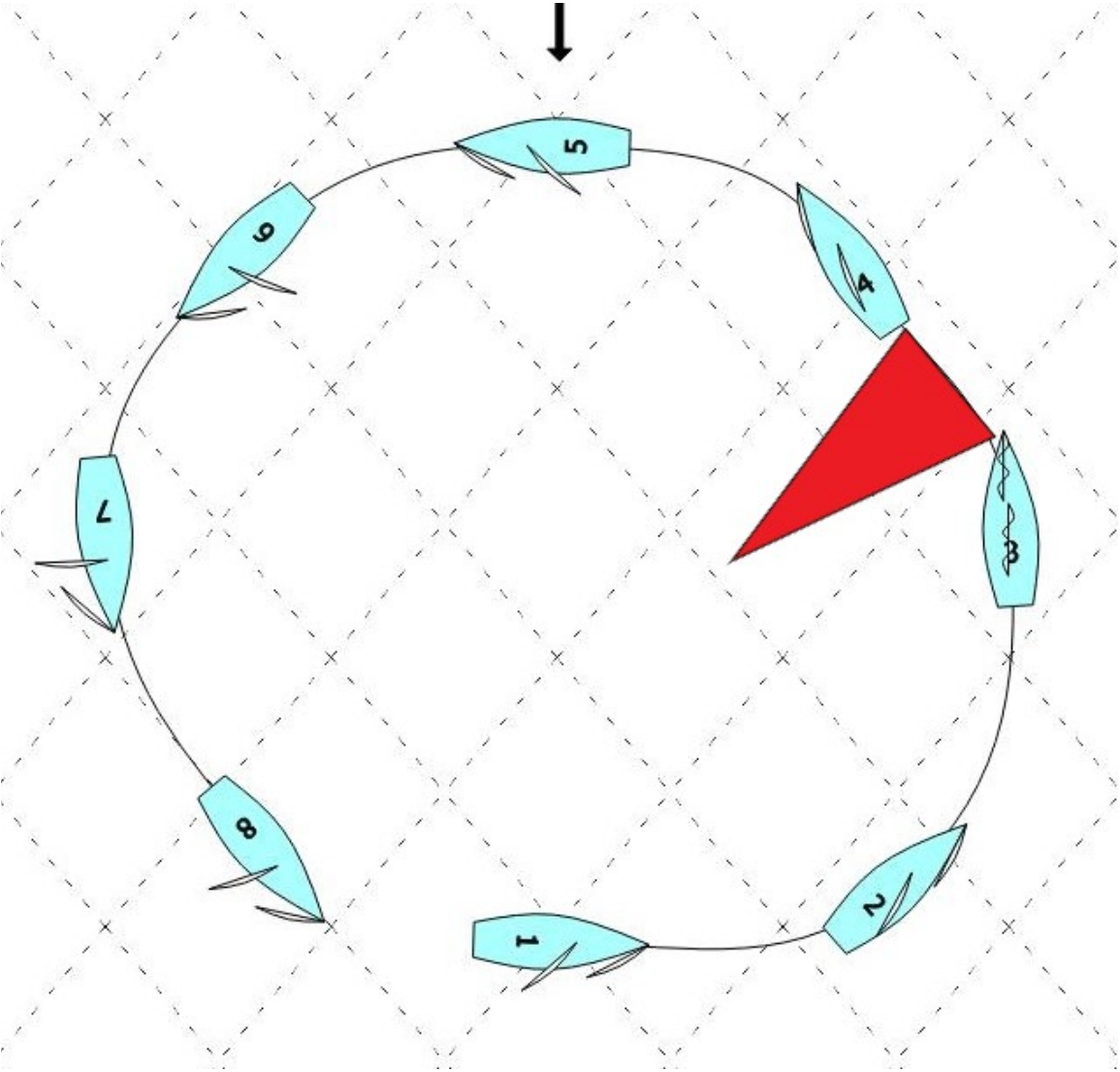
Section A consists of 4 rules, Rules 10, 11, 12 and 13. The challenge of Section A is to determine which rule applies to a given situation. It may help to think in terms of a flow chart. On the next page is a flow chart that will help you to determine if a rule is on (applies) or off (does not apply). Let me point out that Rule 13 is out of order and is actually first on the flow chart. The reason being the other rules will be off if Rule 13 is on.



13 – While Tacking

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. **During that time rules 10, 11 and 12 do not apply.** If two boats are subject to this rule at the same time, the one on the other's port side or one astern shall *keep clear*.

Tacking – past head to wind until close-hauled.



Red area is tacking, must keep clear of other boats while tacking even if on starboard tack.

Figure 1

10 – On Opposite Tacks

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

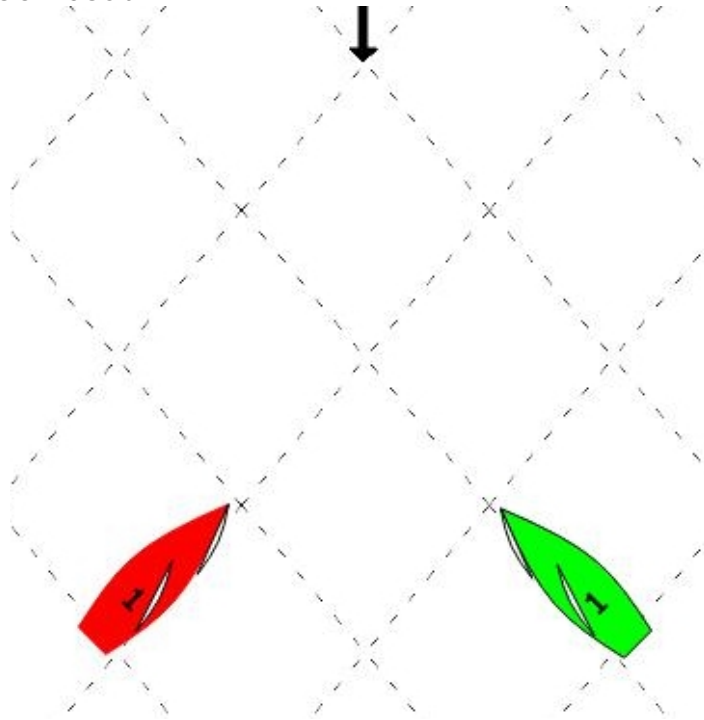


Figure 2

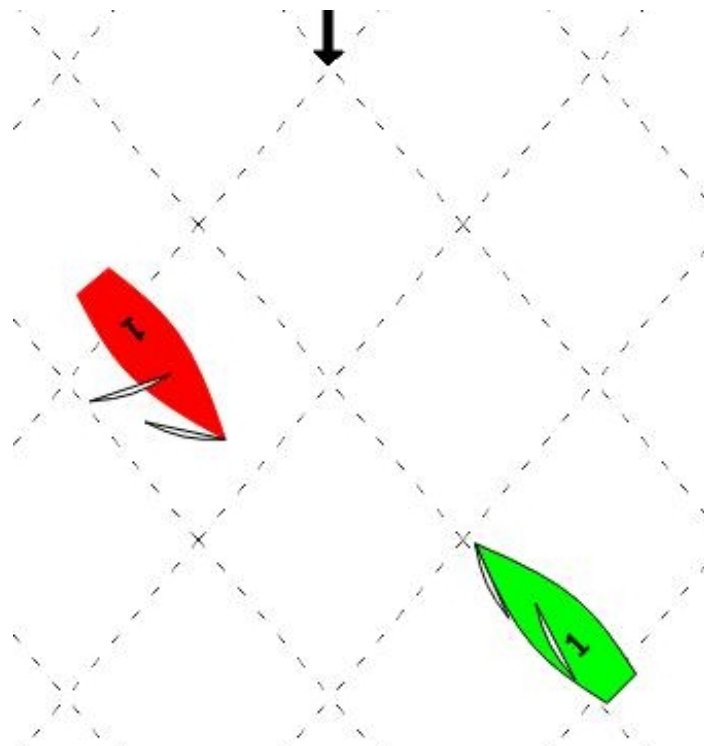


Figure 3

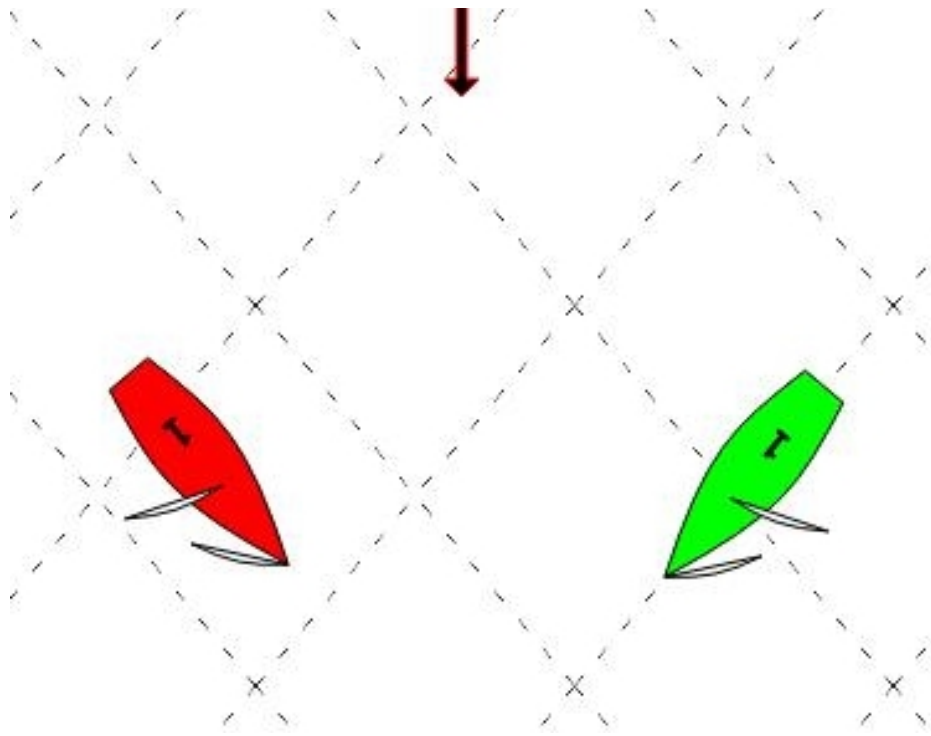


Figure 4

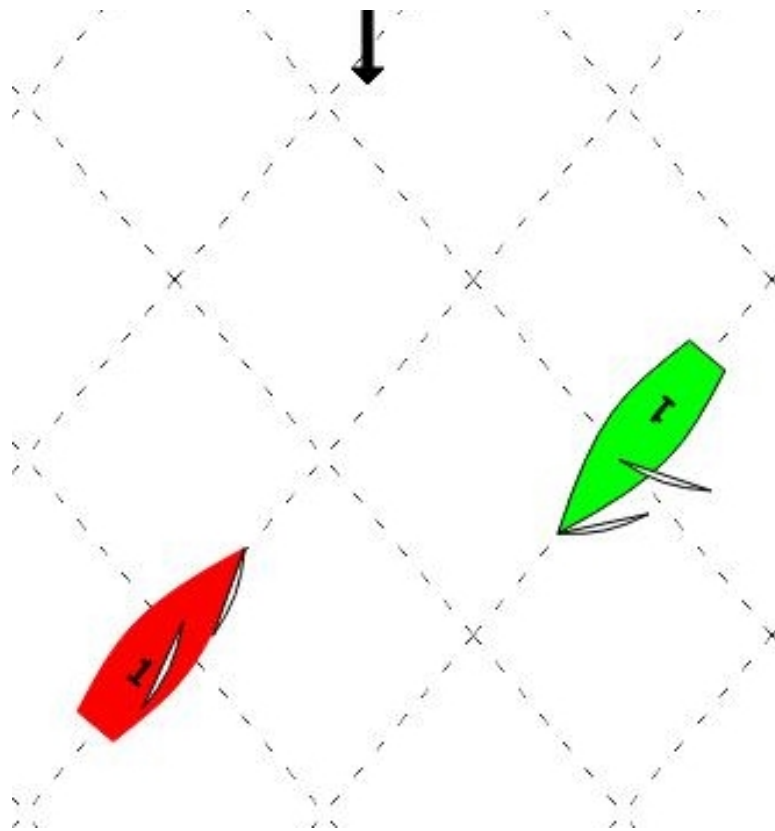


Figure 5

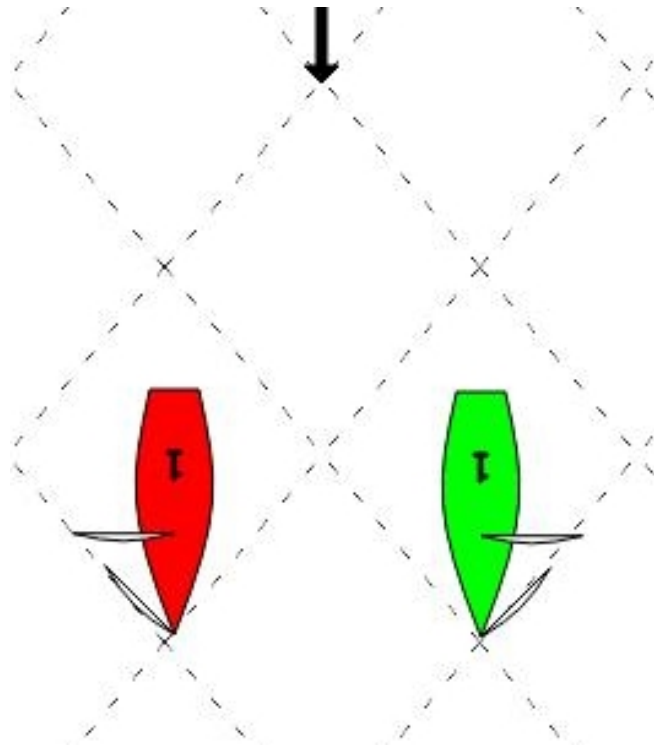


Figure 6

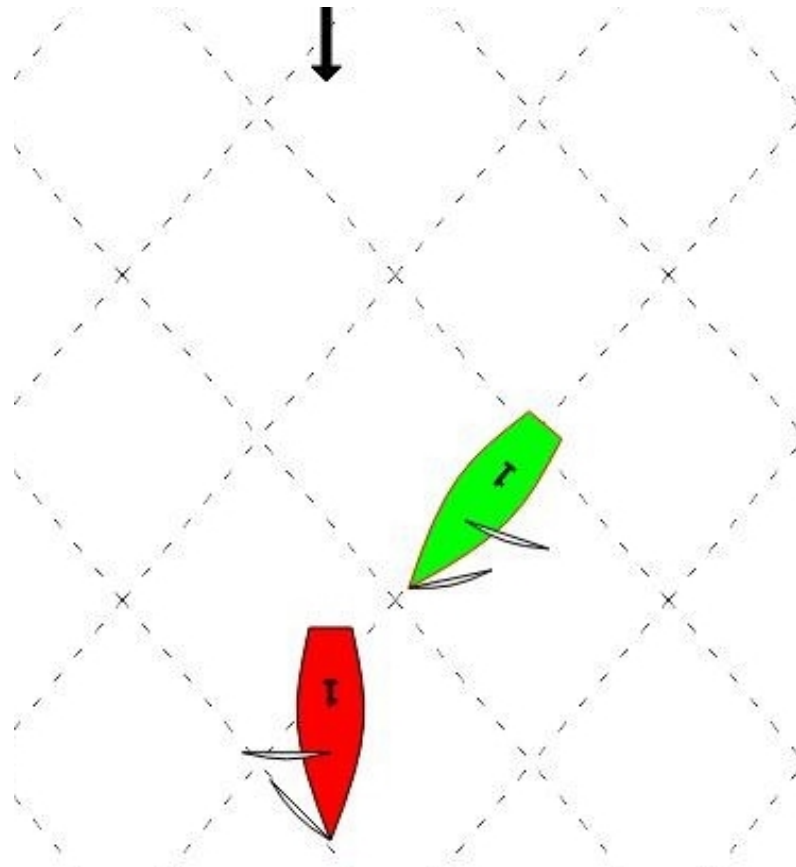


Figure 7

11 – On The Same tack – Overlapped

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

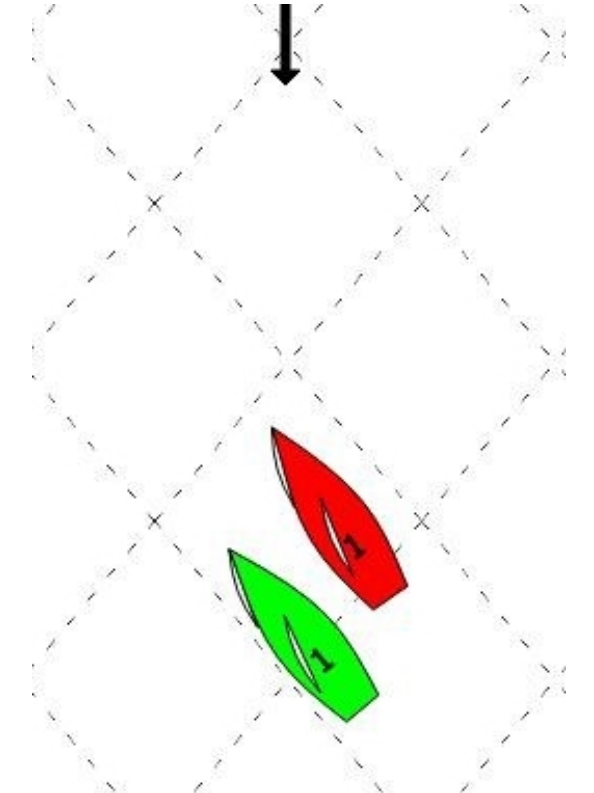


Figure 8

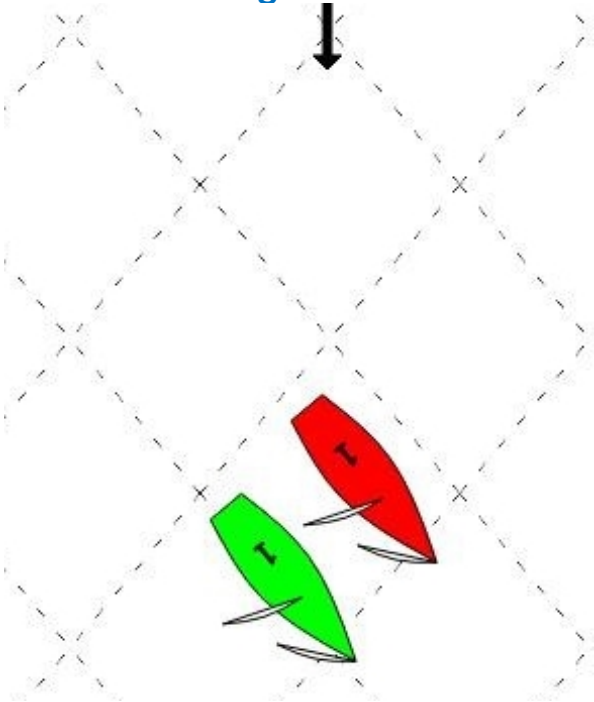


Figure 9

12 - On The Same tack – Not Overlapped

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

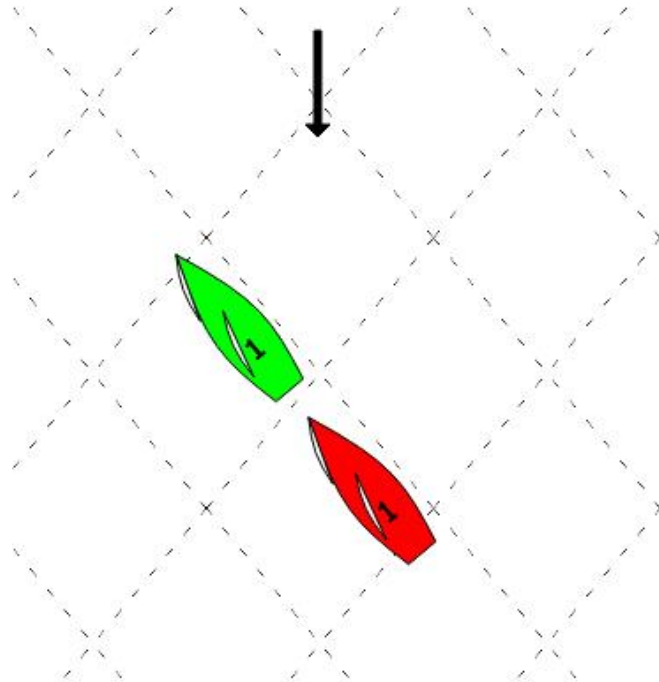


Figure 10

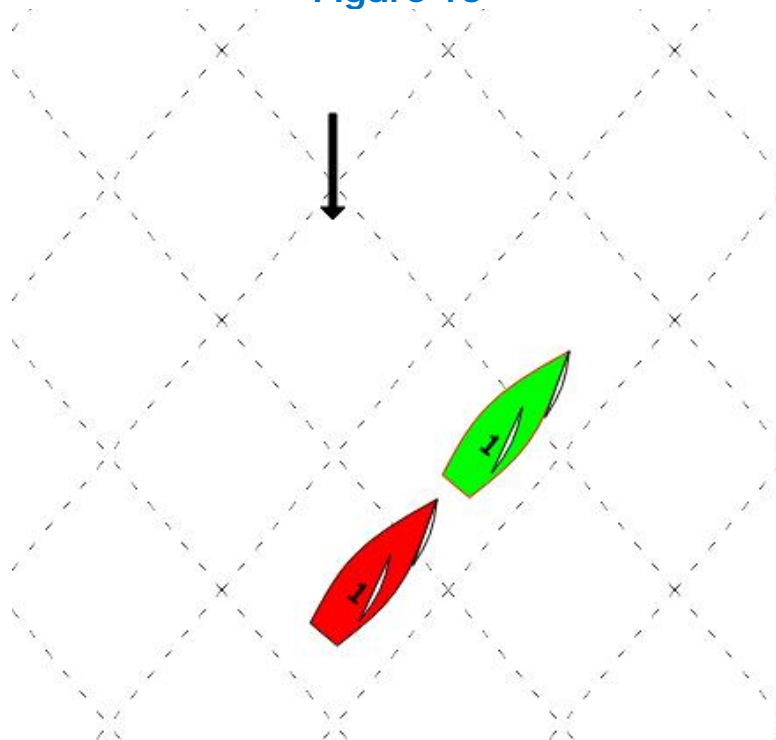


Figure 11

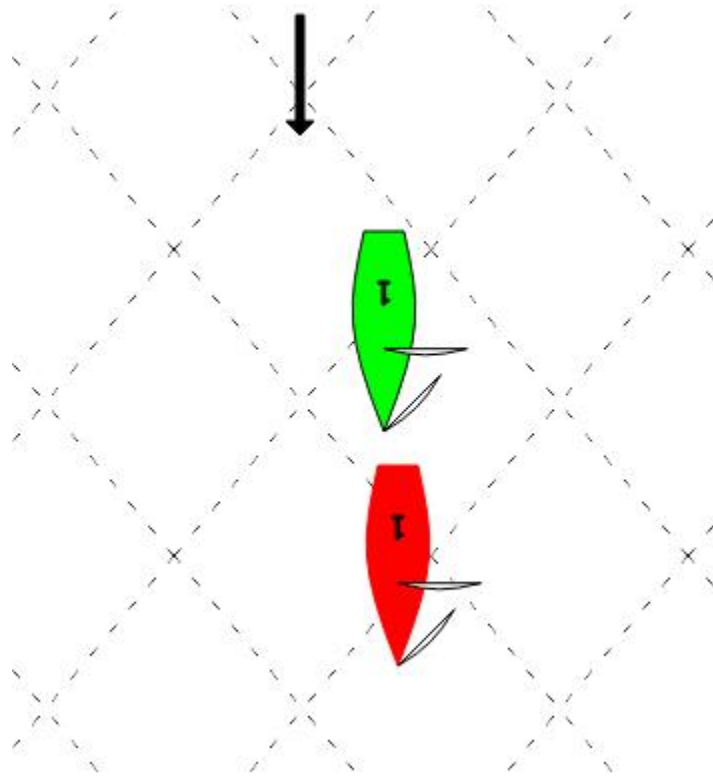


Figure 12

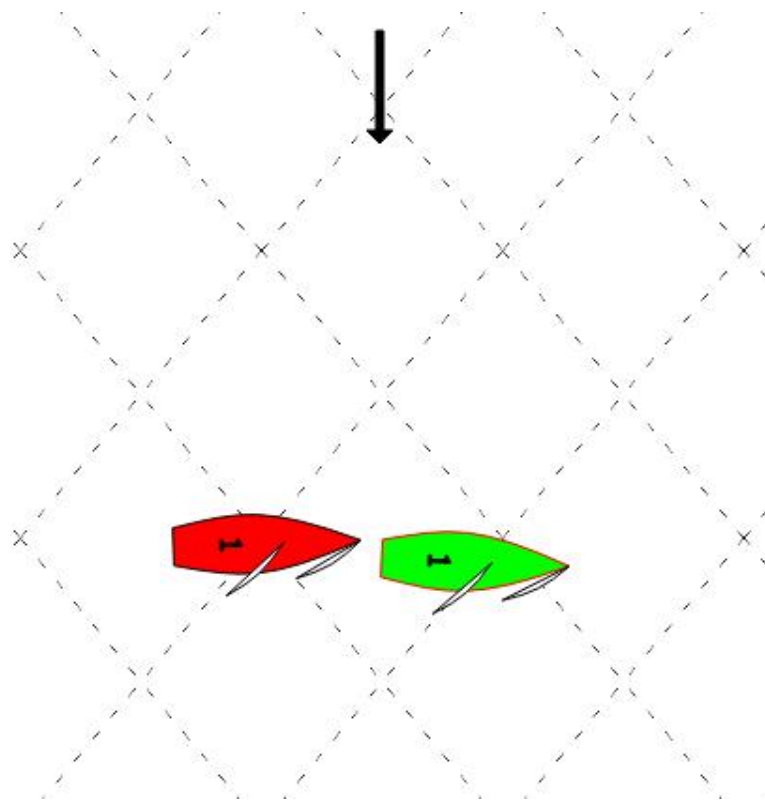


Figure 13

SECTION B GENERAL LIMITATIONS

14 – Avoiding Contact

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and

(b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

Damage? A scratch in the gelcoat? World Sailing Case 19 – A boat is considered damaged if its value or usefulness is at all reduced.
Serious damage? Penalty shall be to retire 44.1(b)

Proper lookout? World Sailing Case 107.

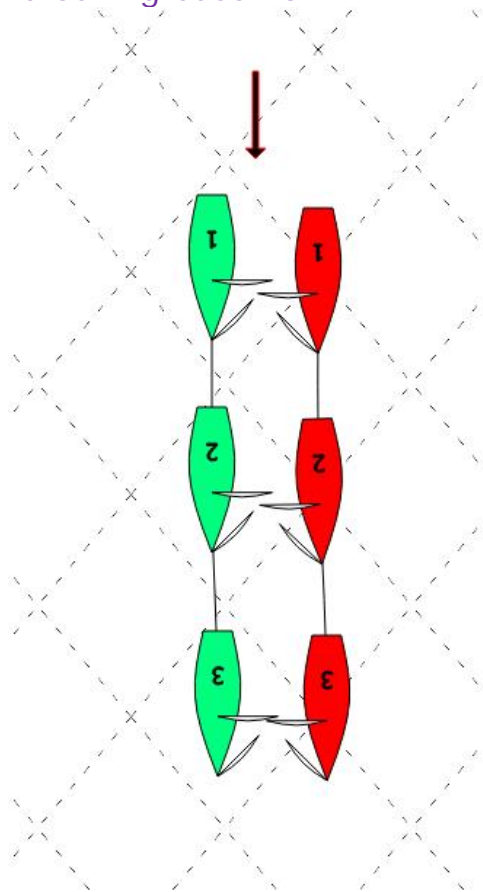


Figure 14

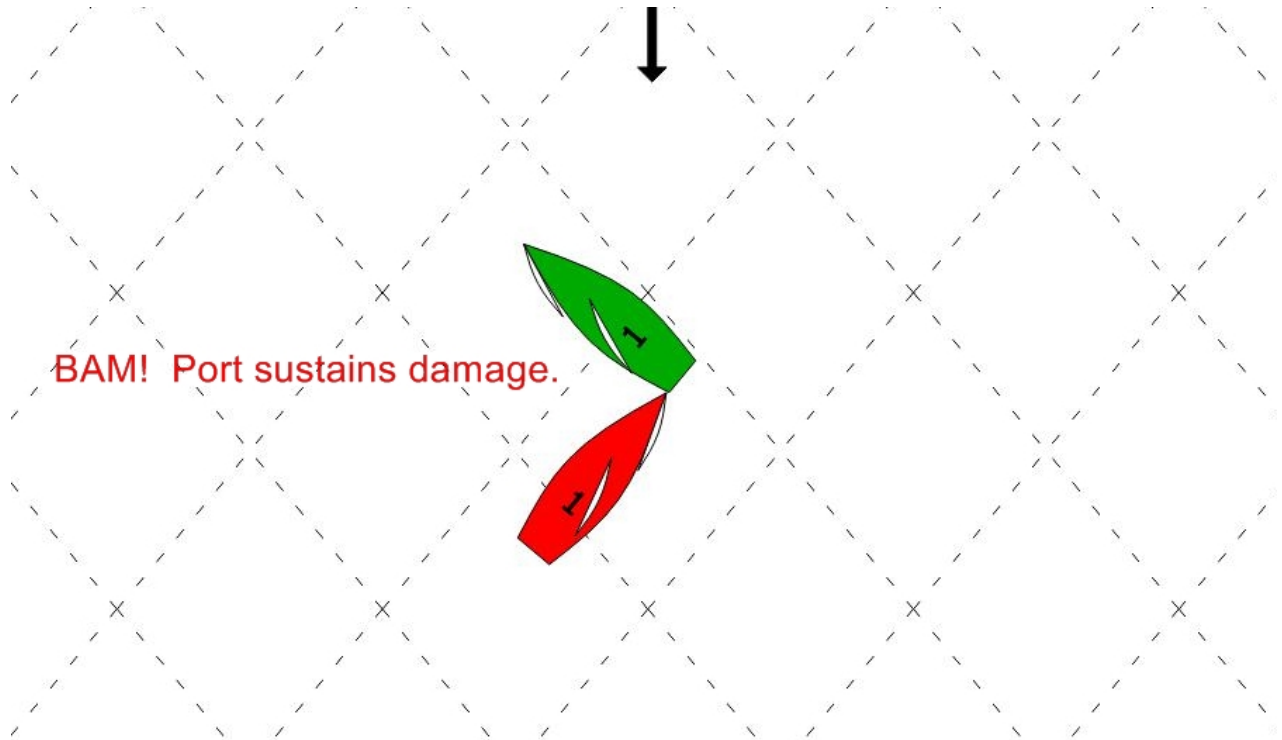


Figure 15

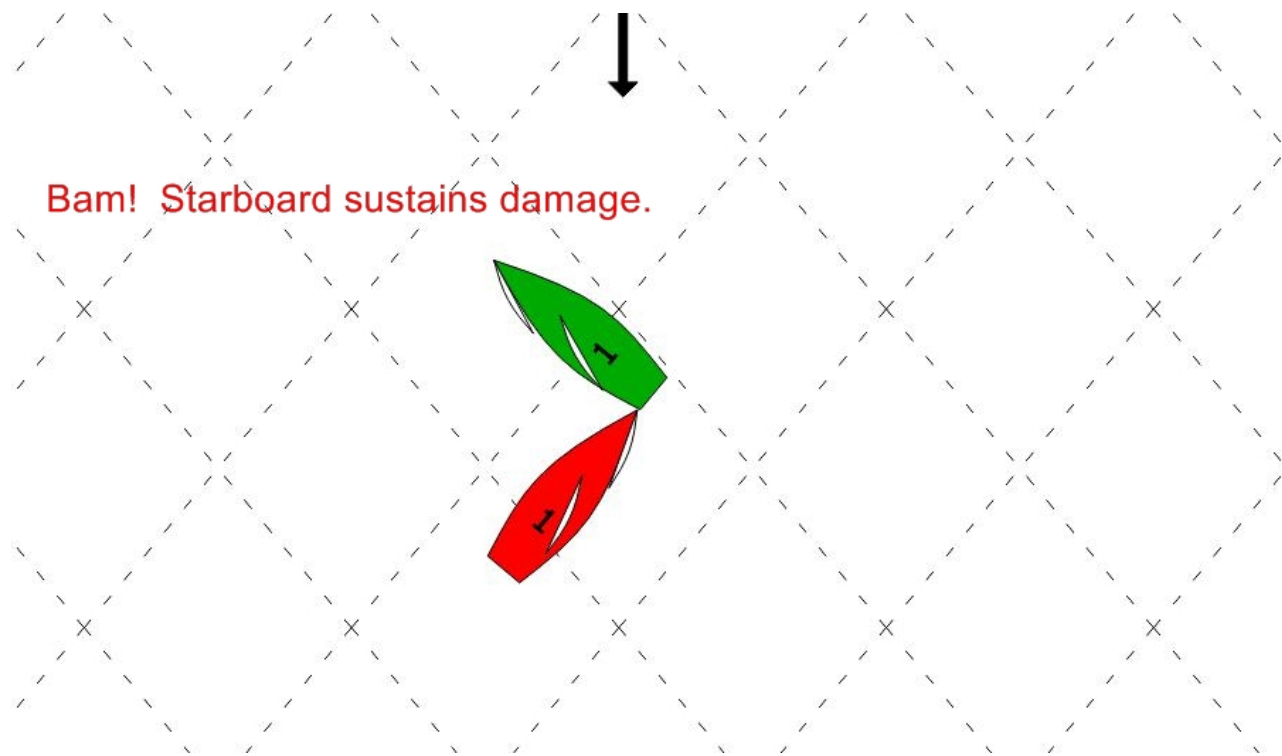


Figure 16

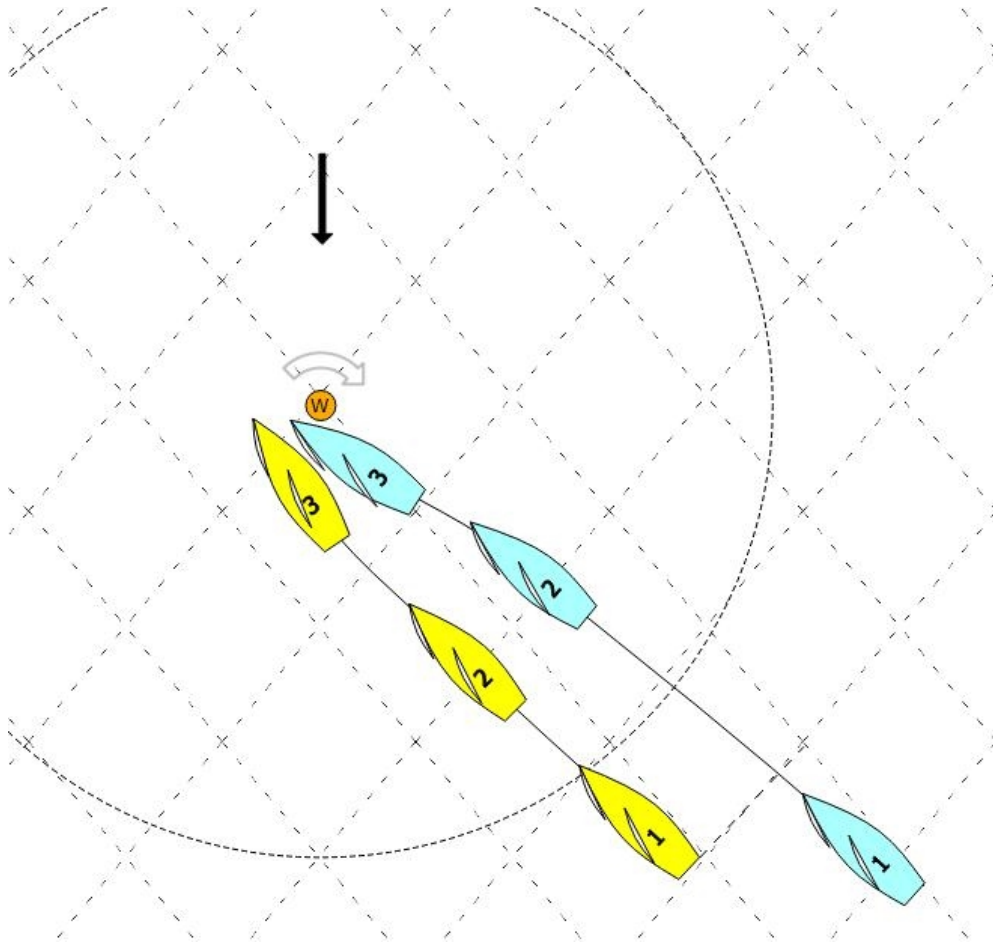


Figure 17

15 – Acquiring the Right of Way

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

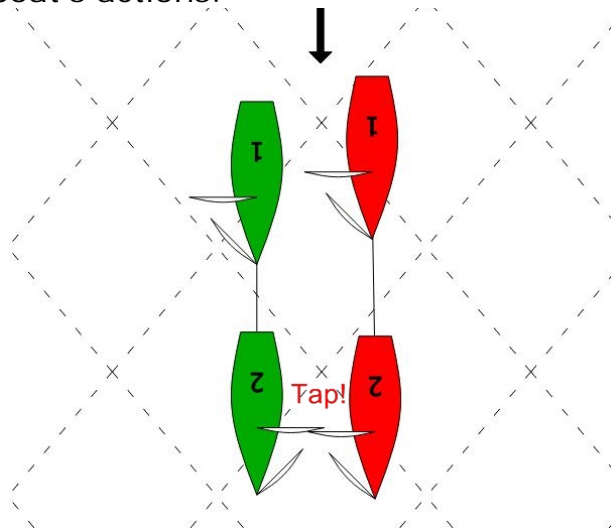


Figure 18

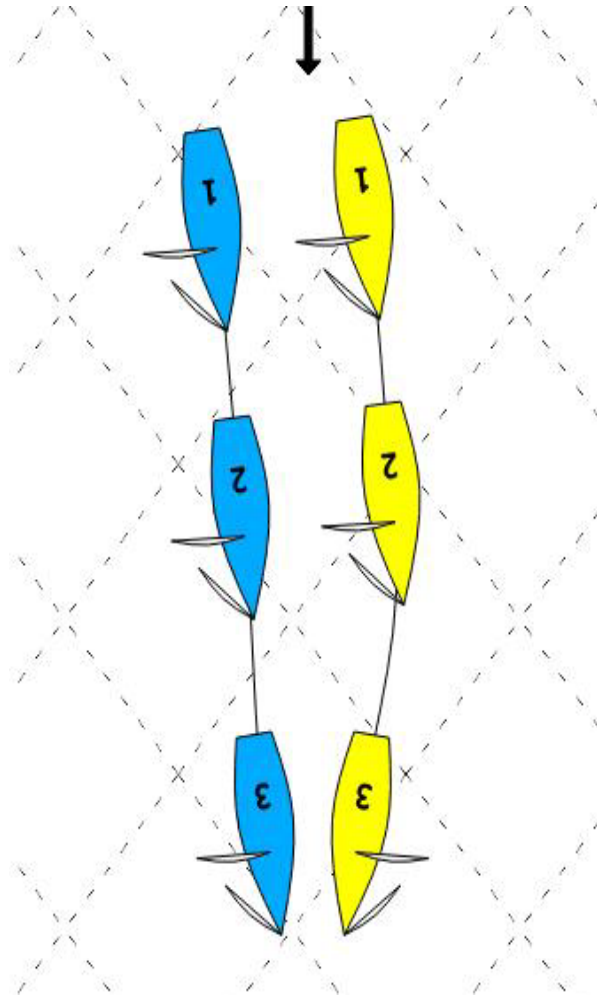


Figure 19

16 – Changing Course

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

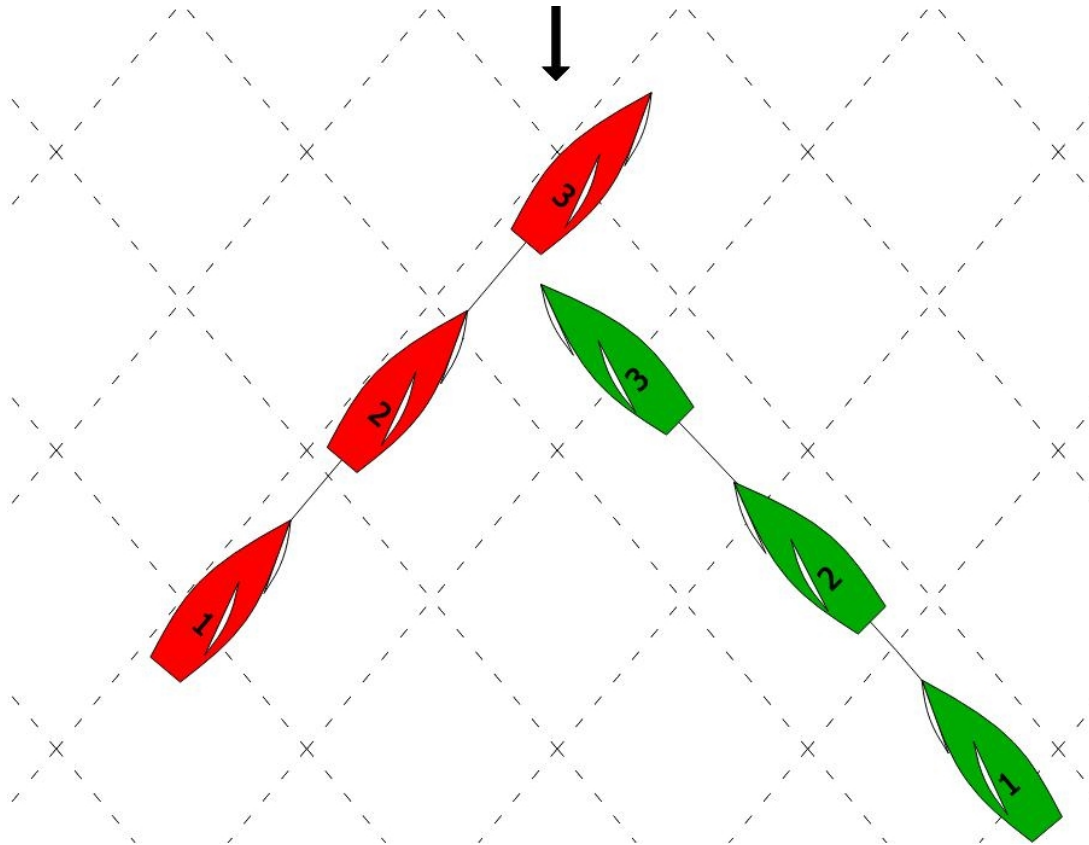


Figure 20

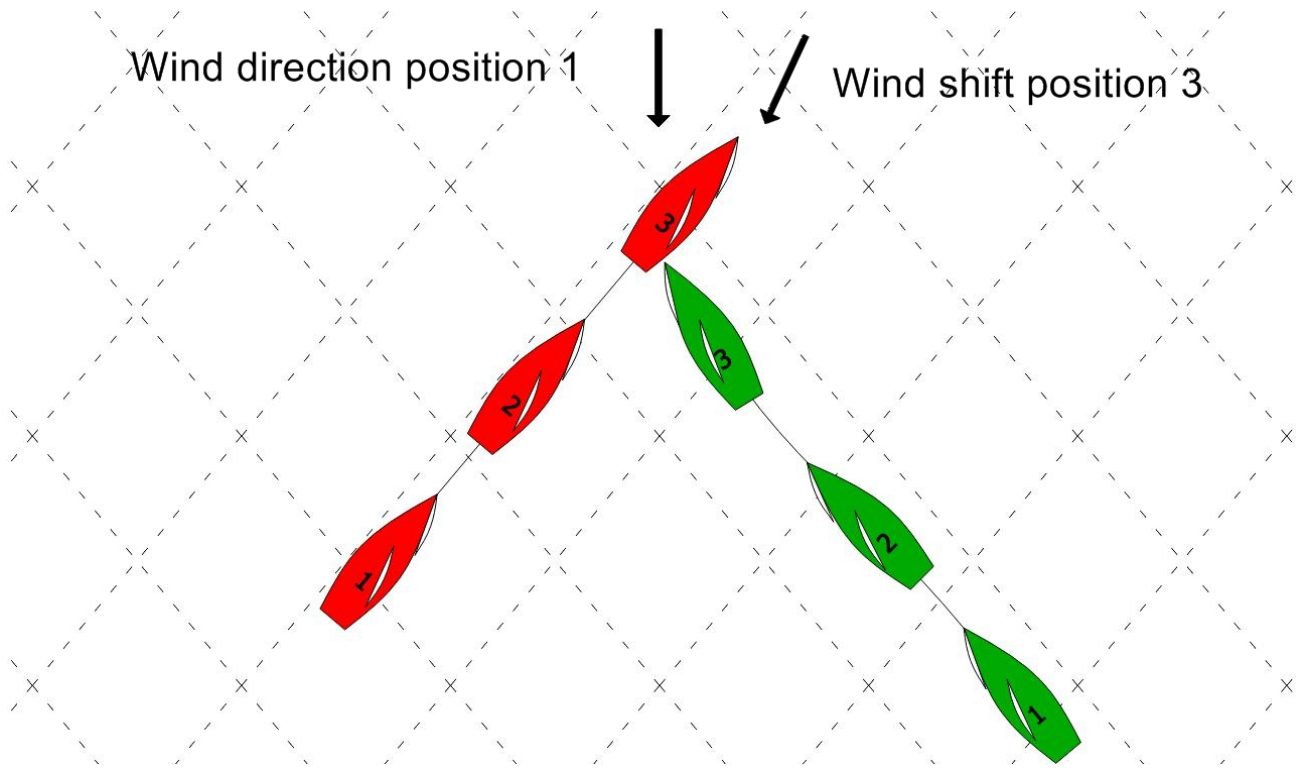


Figure 21

17 - On the Same tack; Proper Course

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails *astern* of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

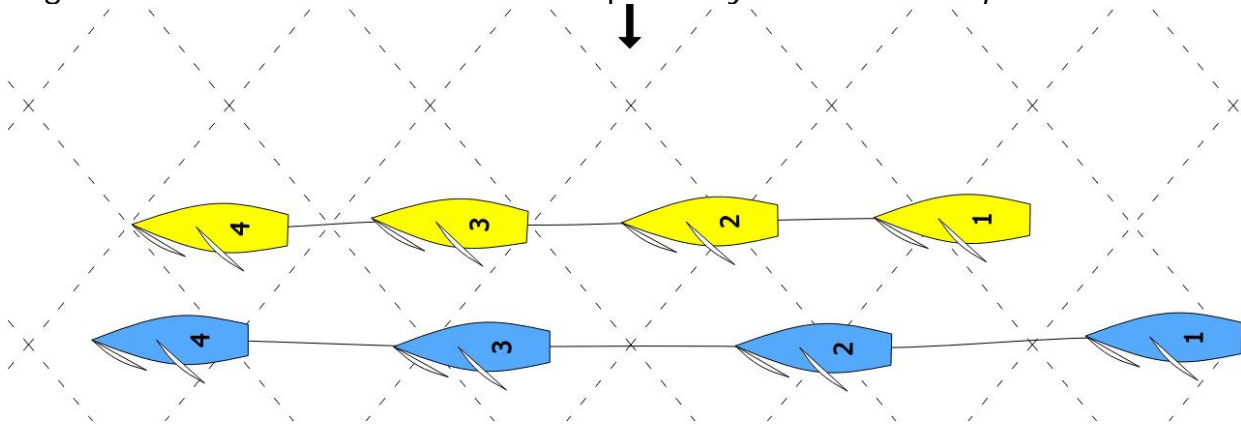


Figure 22

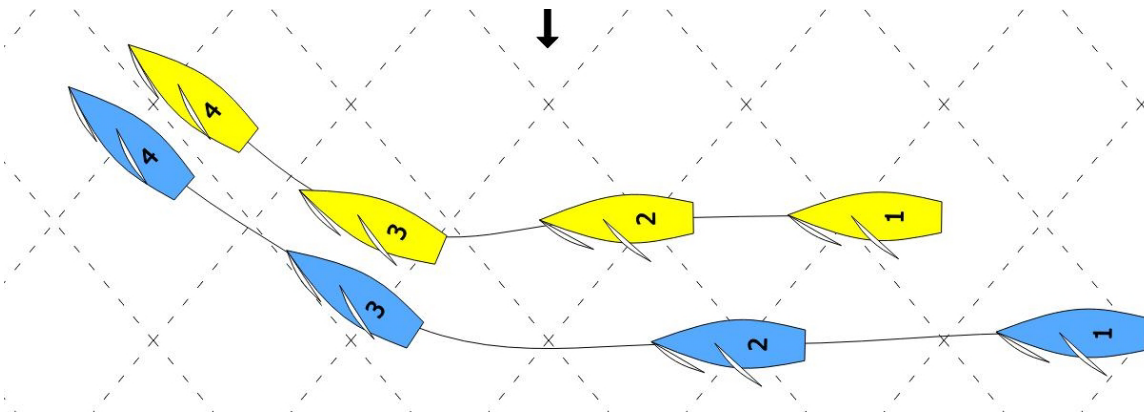


Figure 23

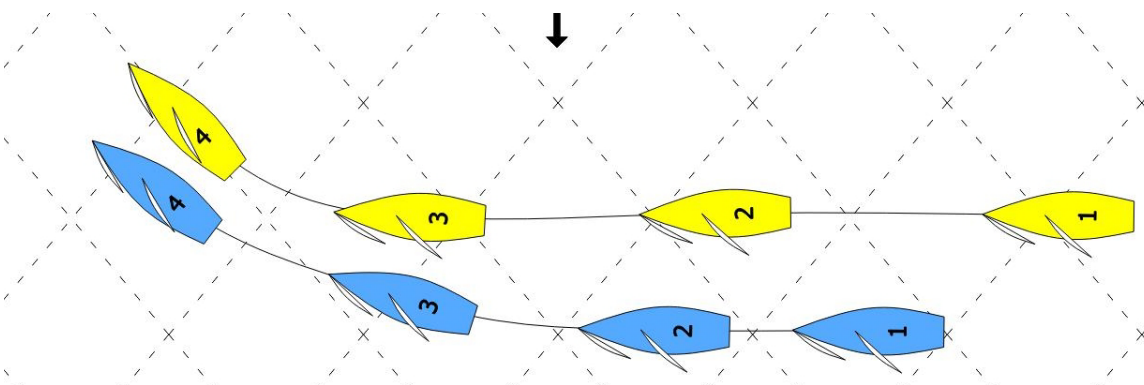


Figure 24

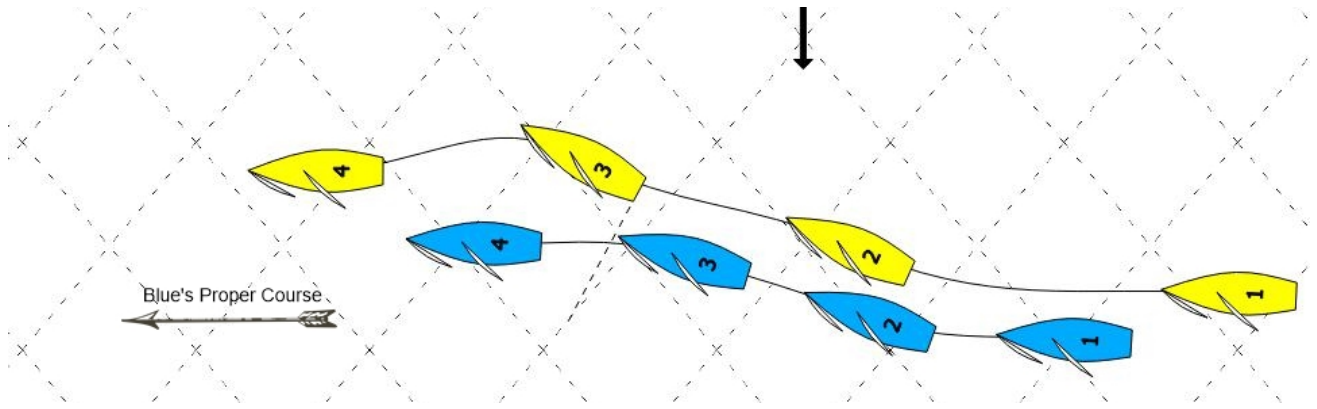


Figure 25

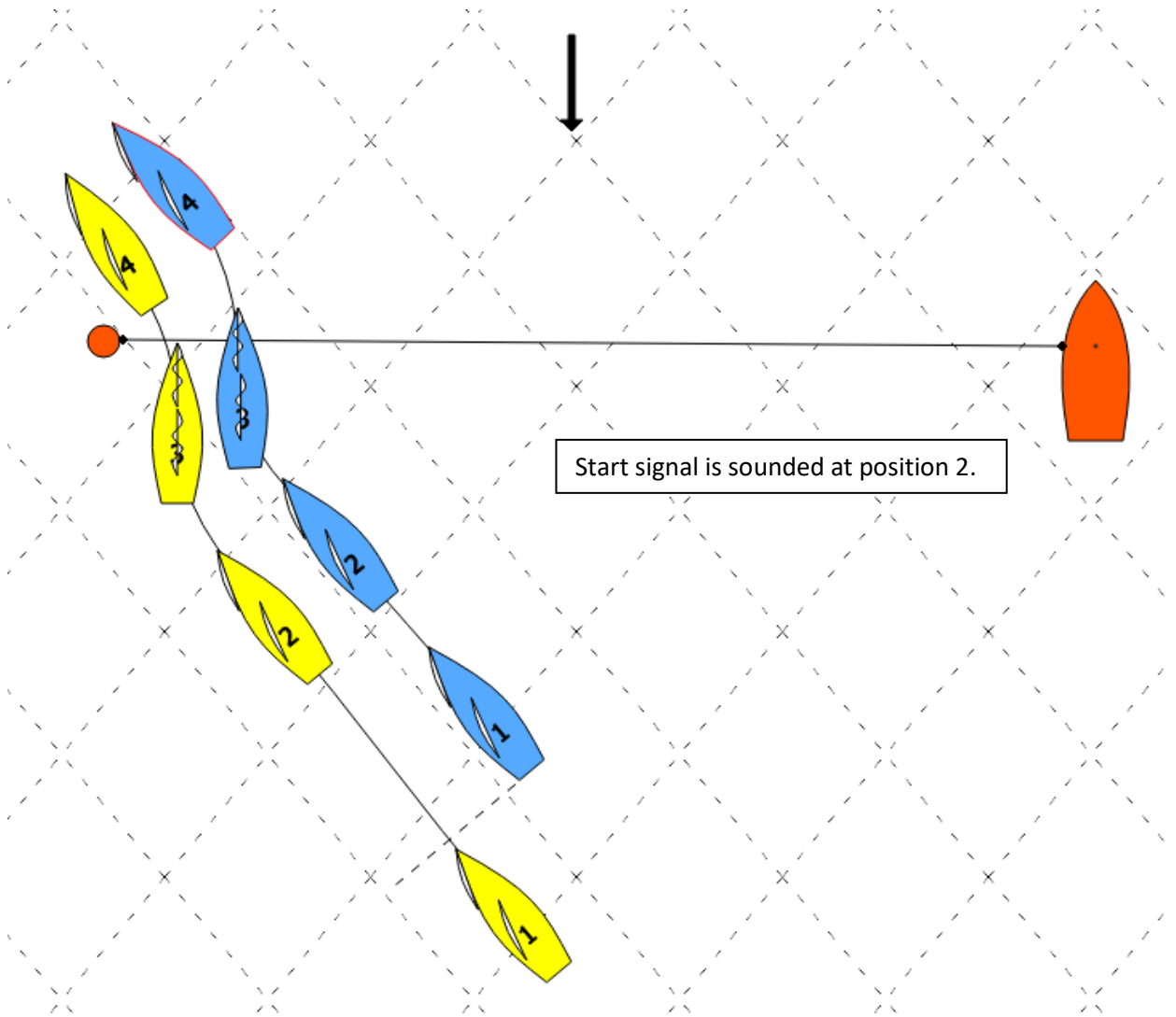


Figure 27

SECTION C AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them.*

With the preamble of Section C, we now have all of the ingredients to define Barging:

Proper Course - A boat has no proper course before her start signal.

Rule 17 – On The Same Tack; Proper Course

Section C Preamble – No mark room while boats are approaching starting marks surrounded by navigable water to start.

18 – Mark Room

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does **not** apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,

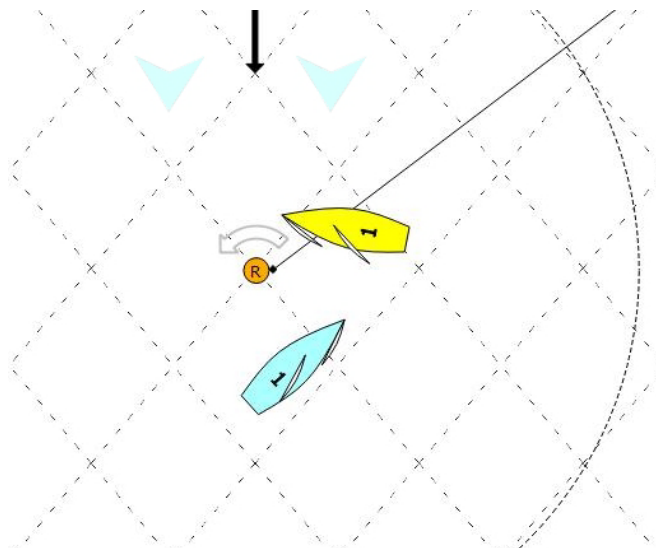


Figure 28

- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.

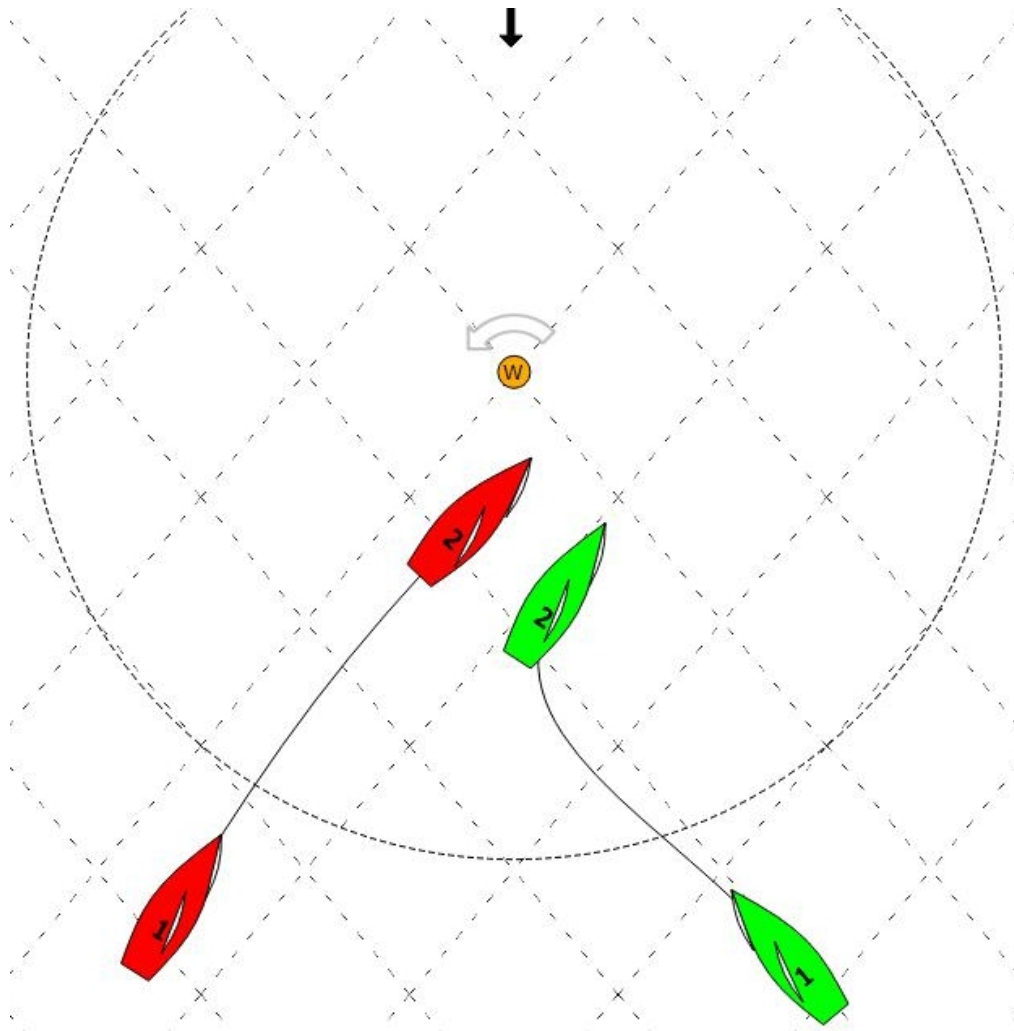


Figure 29

- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.

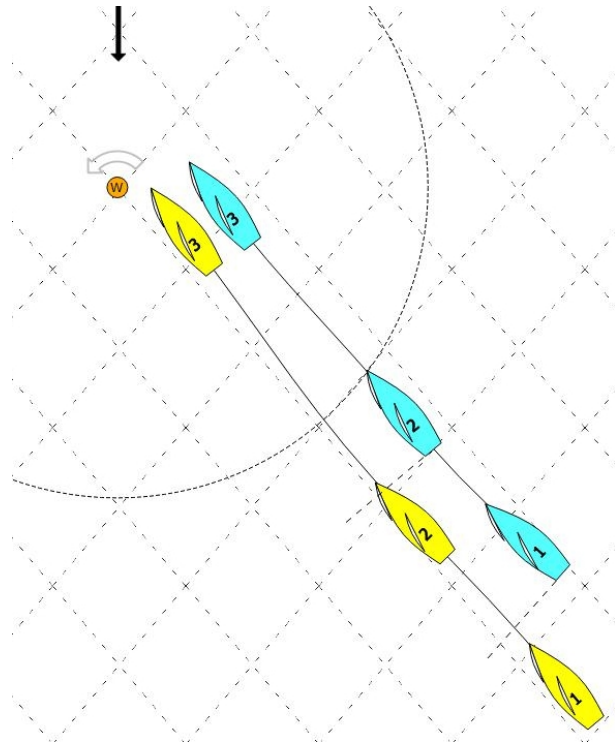


Figure 30

- (c) When a boat is required to give *mark-room* by rule 18.2(b),
 (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;

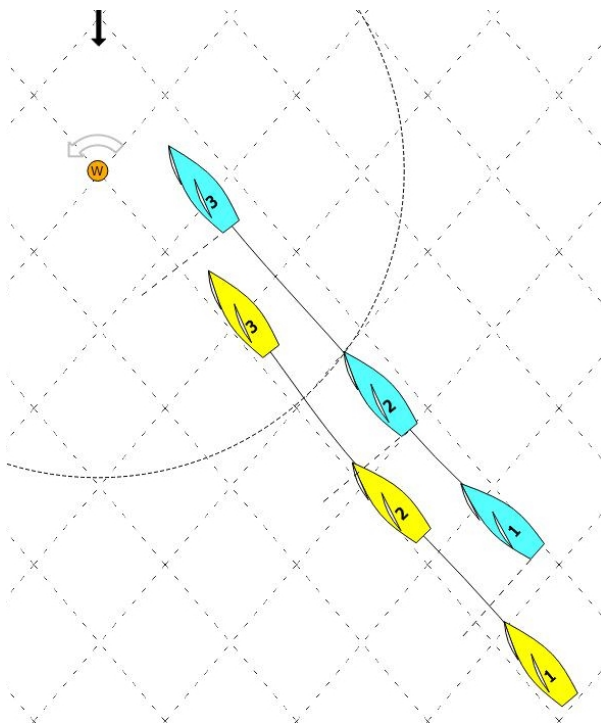


Figure 31

(2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.

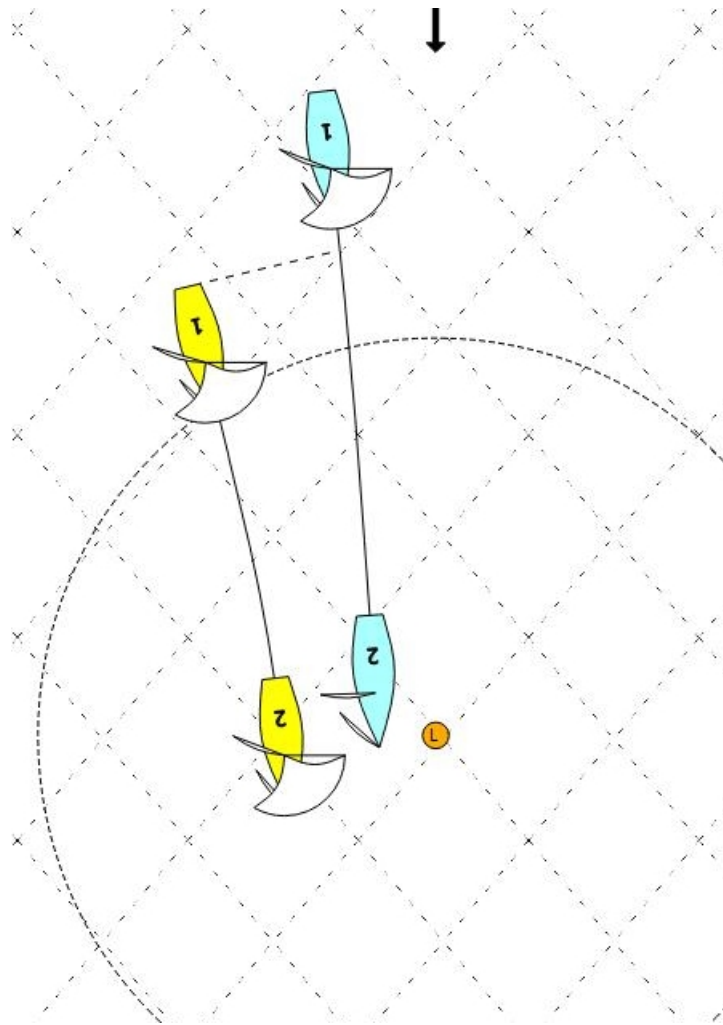


Figure 32

(d) Rules 18.2 (b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.

(e) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.

(f) If a boat obtained an inside overlap from clear astern or by tacking to windward of the other boat and, from the time the overlap began,

the outside boat has been unable to give mark-room, she is not required to give it.

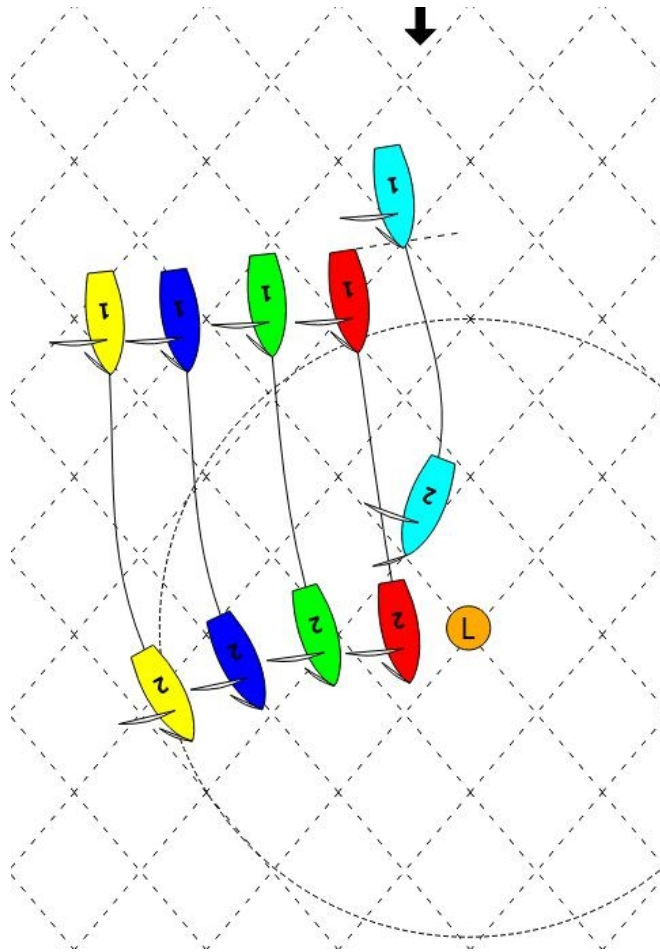


Figure 33

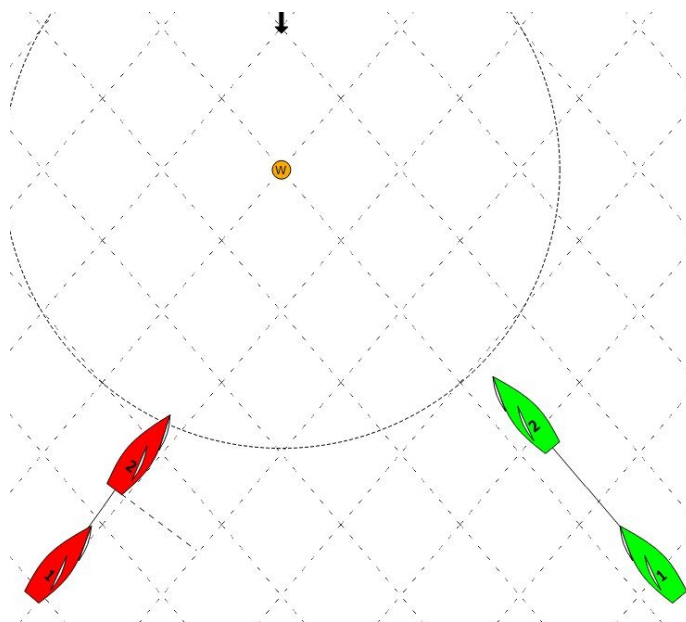


Figure 34

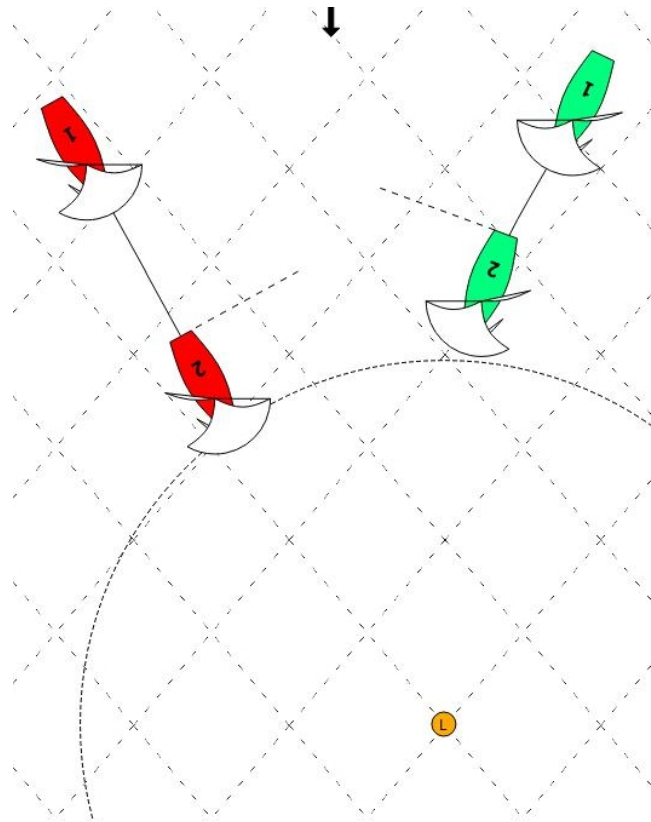


Figure 35

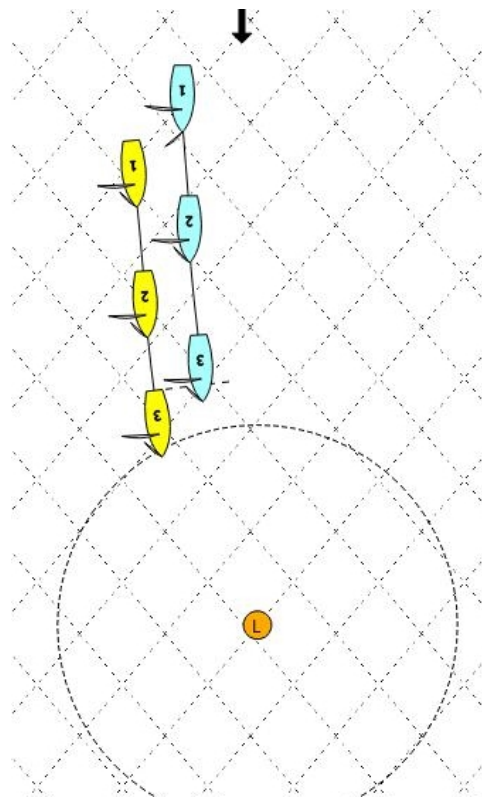


Figure 36

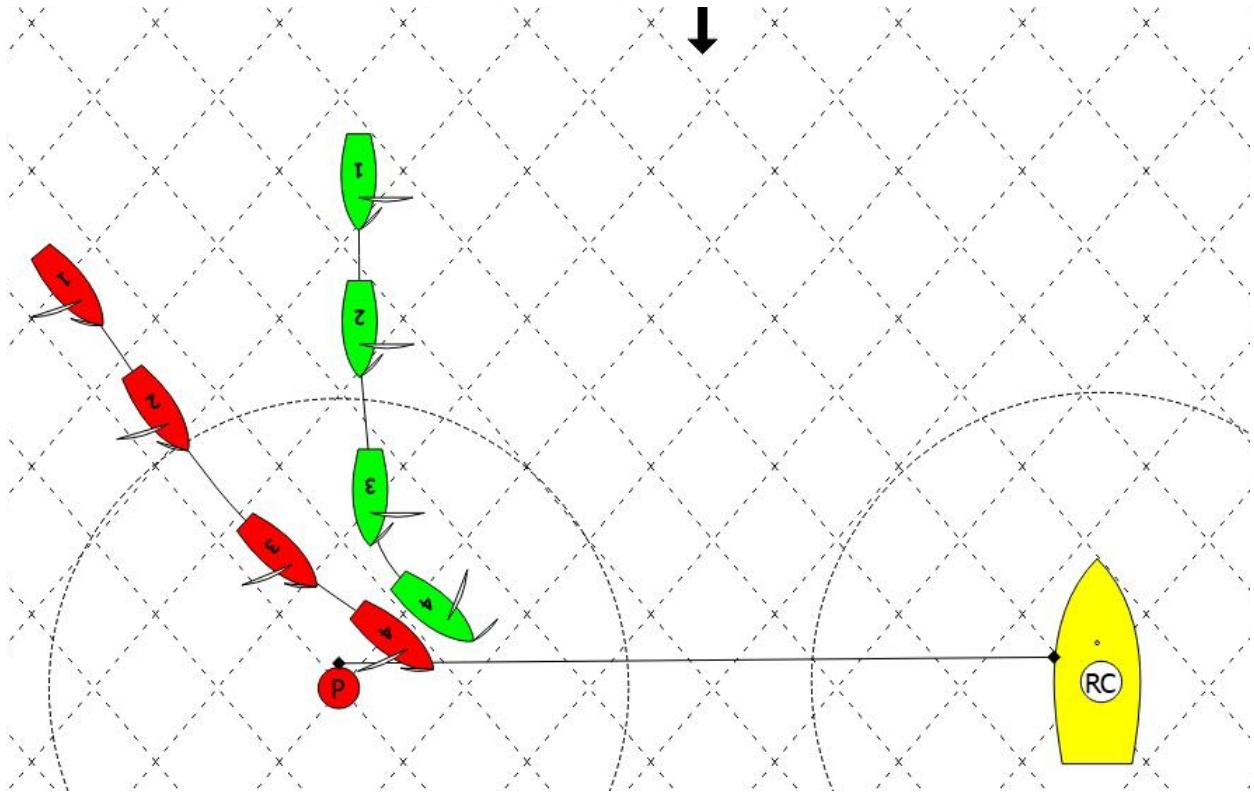


Figure 37

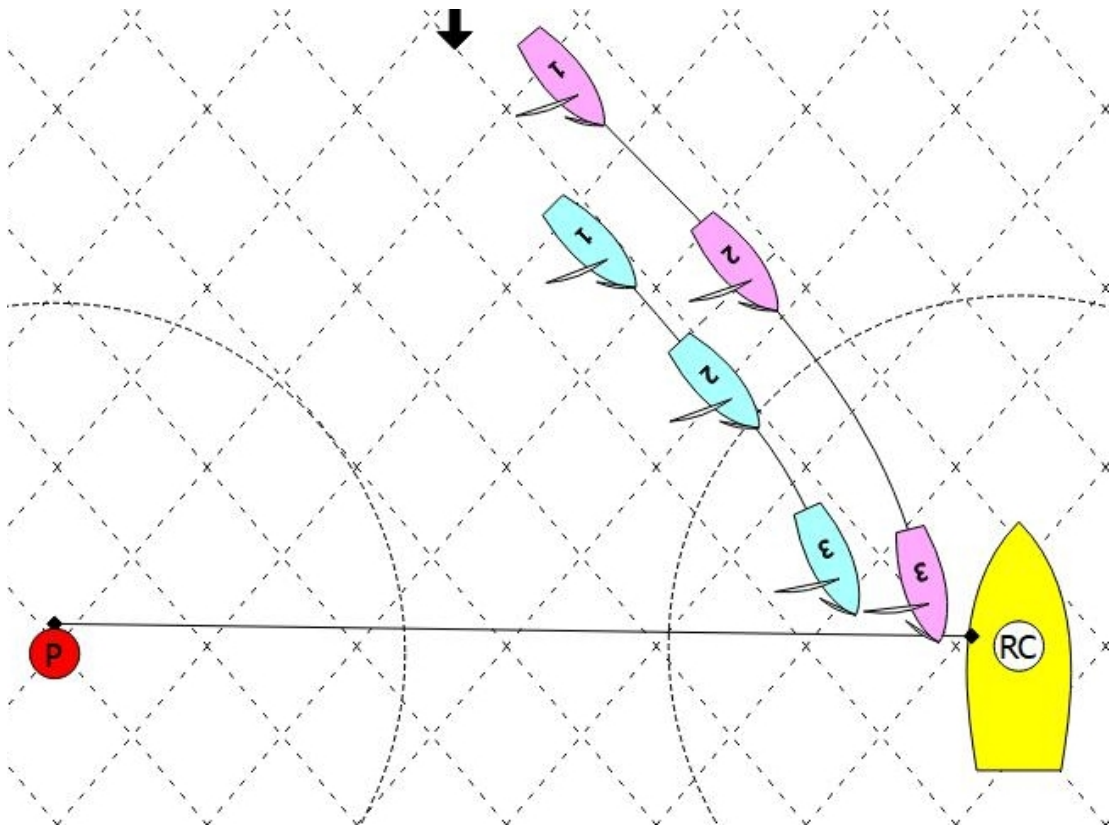


Figure 38

18.3 Tacking in the Zone

If a boat in the zone of a mark to be left to port passes head to wind from port to starboard tack and is then fetching the mark, she shall not cause a boat that has been on starboard tack since entering the zone to sail above close-hauled to avoid contact and she shall give mark-room if that boat becomes overlapped inside her. When this rule applies between boats, rule 18.2 does not apply between them.

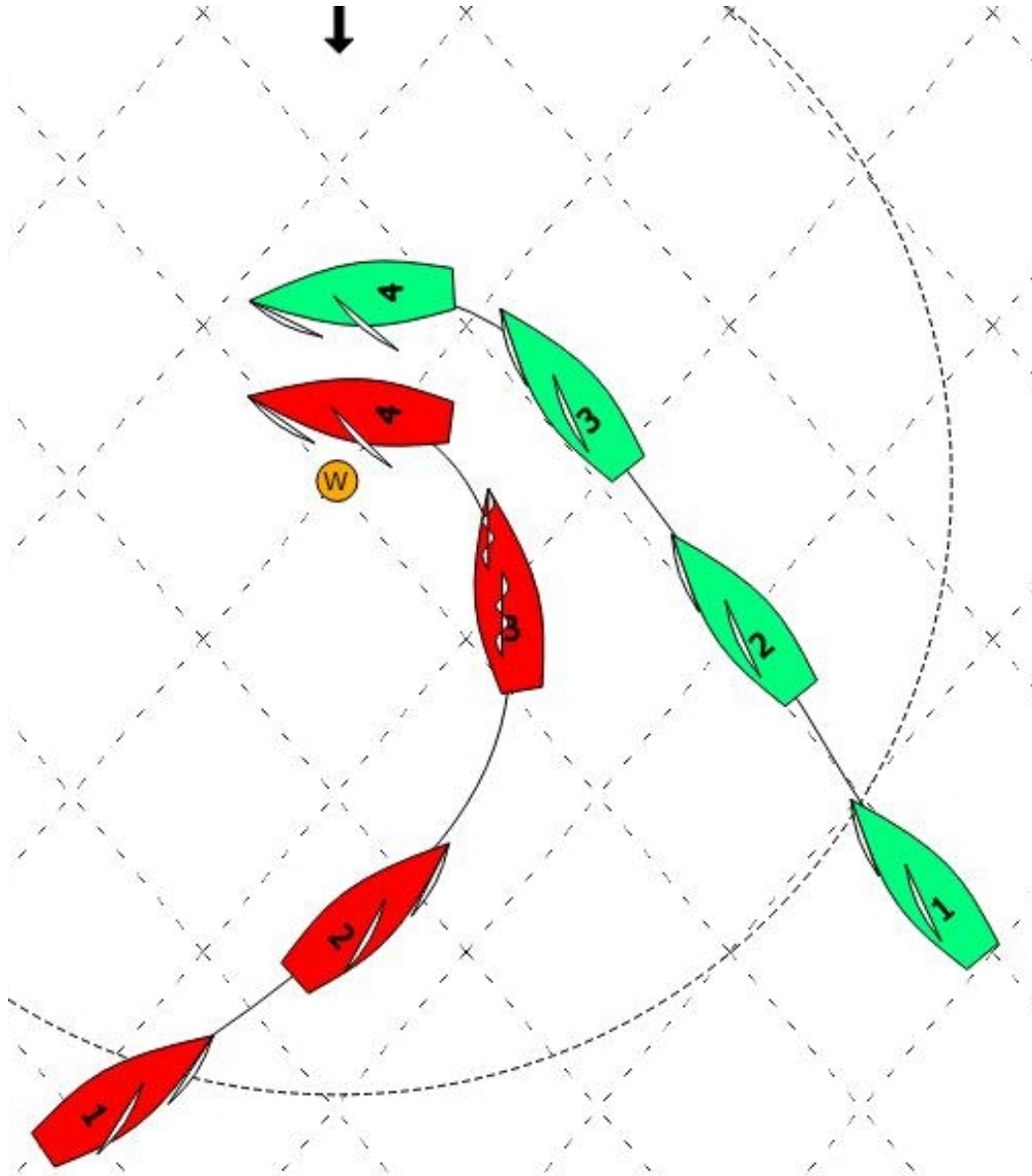


Figure 39

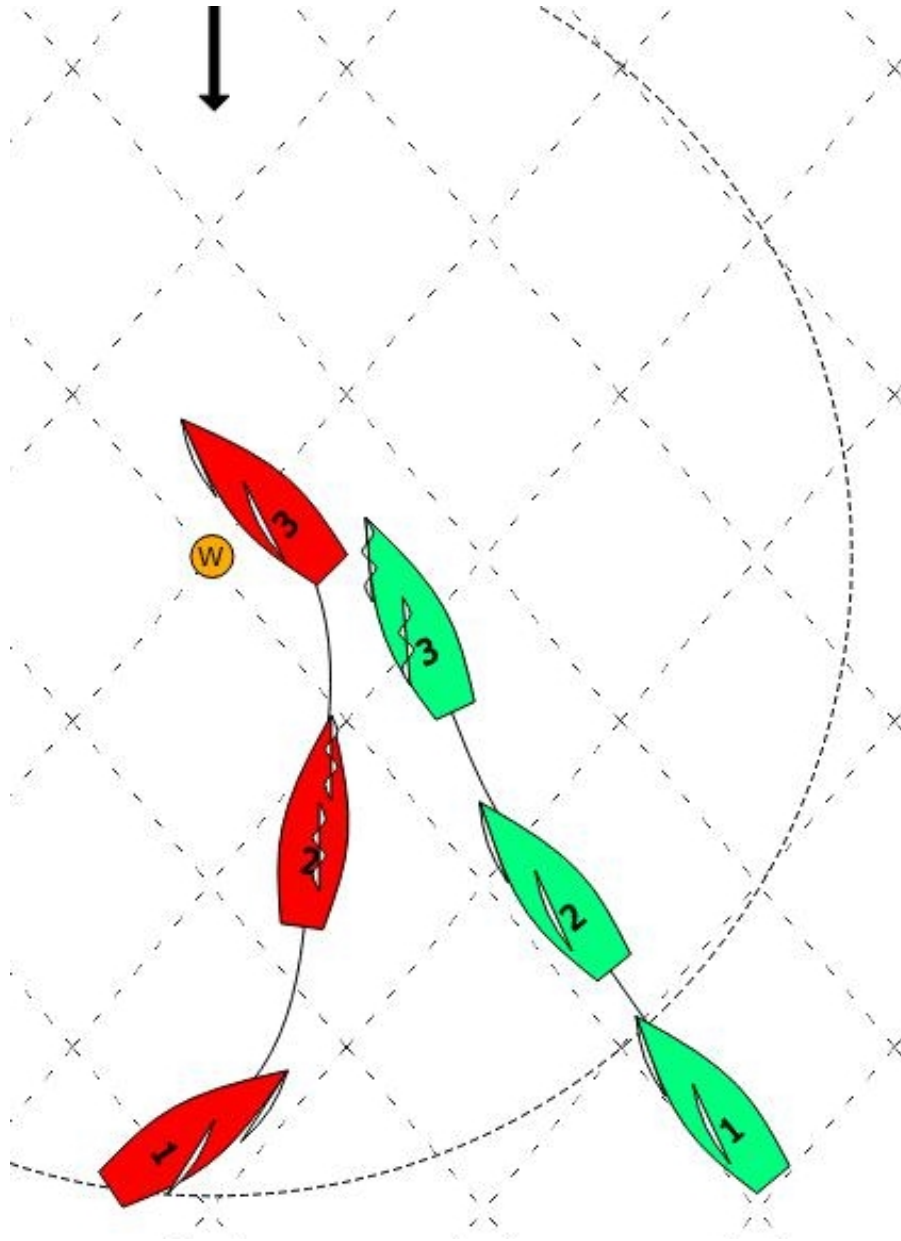


Figure 40

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a *gate mark*.

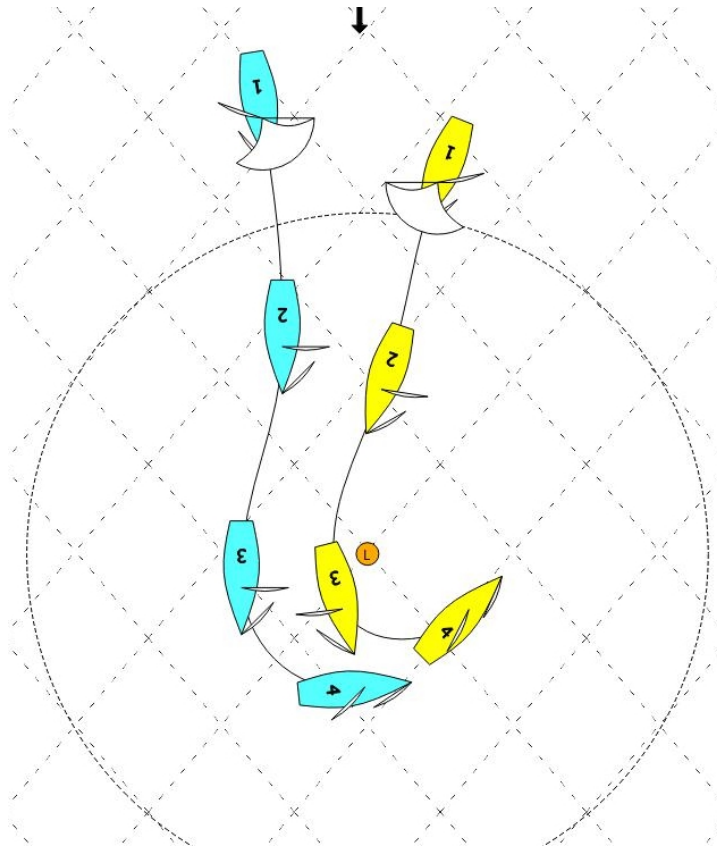


Figure 41

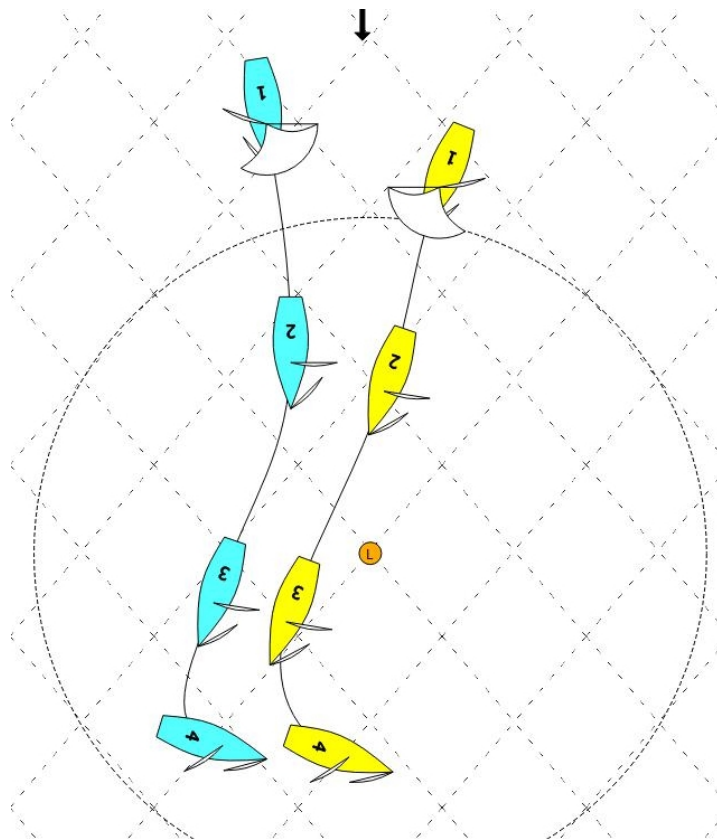


Figure 42

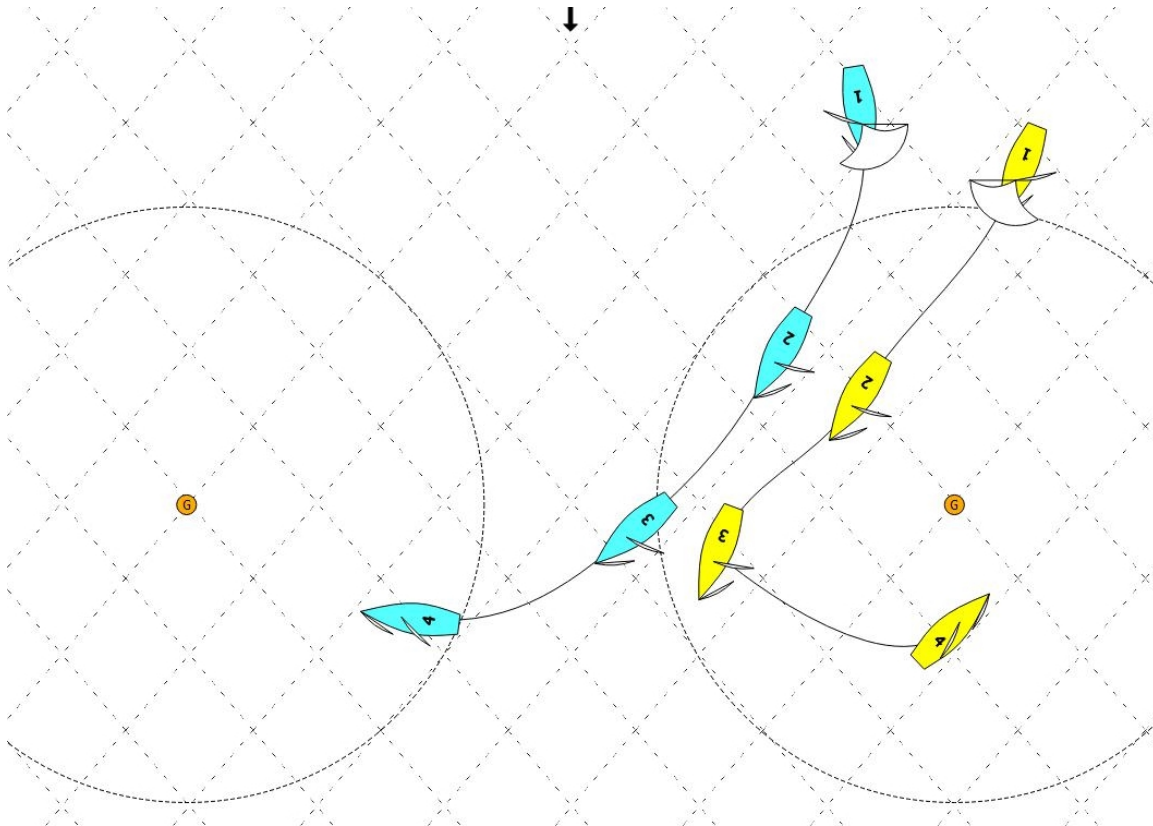


Figure 43

19 Room to Pass an Obstruction

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an obstruction except

(a) when the obstruction is a mark the boats are required to leave on the same side, or

(b) when rule 18 applies between the boats and the obstruction is another boat overlapped with each of them.

However, at a continuing obstruction, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

(a) A right-of-way boat may choose to pass an *obstruction* on either side.

(b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she

has been unable to do so from the time the *overlap* began.

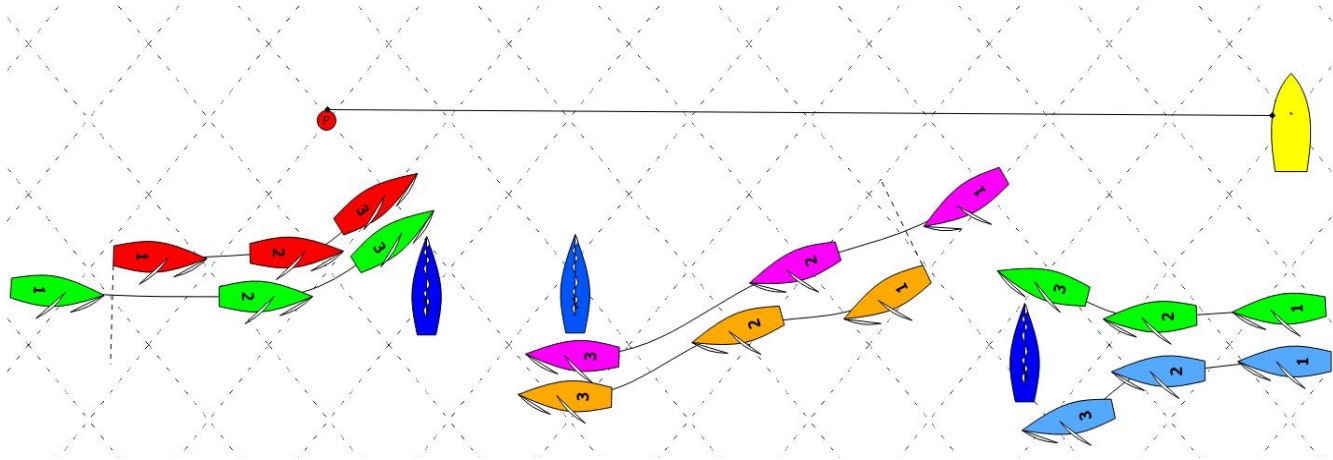


Figure 44

(c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

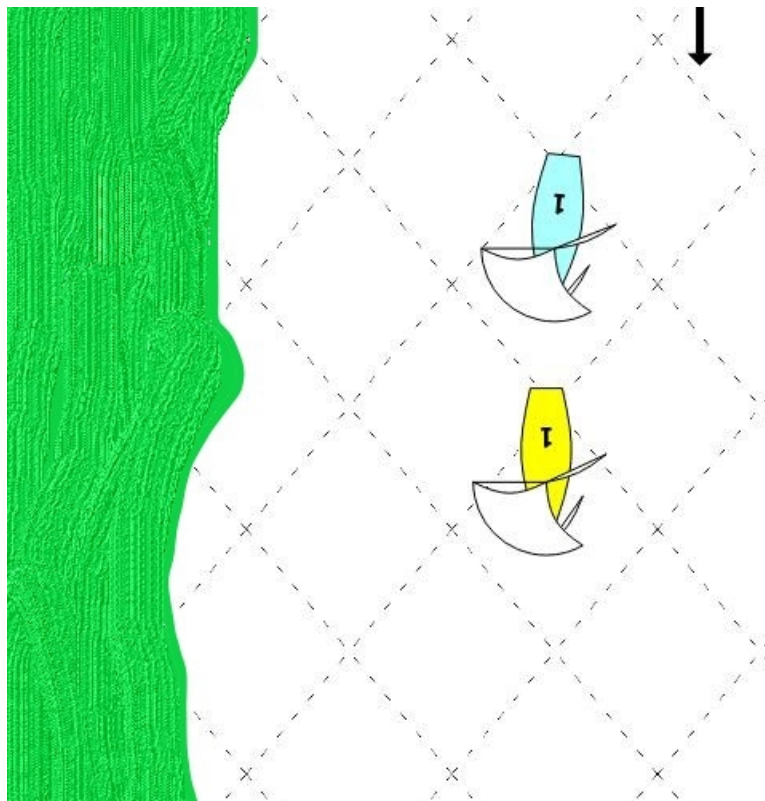


Figure 45

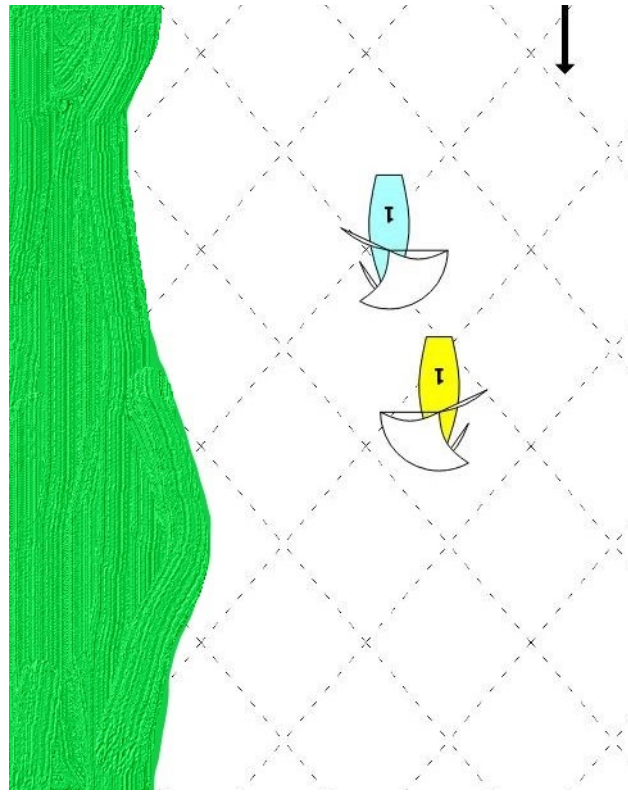


Figure 46

20 Room to tack at an Obstruction

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail unless

(a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing close-hauled or above.

In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

20.2 Responding

(a) After a boat hails, she shall give the hailed boat time to respond.

(b) The hailed boat shall respond even if the hail breaks rule 20.1.

(c) The hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid her.

(d) When the hailed boat responds, **the hailing boat shall tack as soon as possible.**

(e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.

SECTION D OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

21 EXONERATION

When a boat is sailing within the room or mark-room to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that room or mark-room,

(a) she breaks a rule of Section A, rule 15 or rule 16, or

(b) she is compelled to break rule 31.

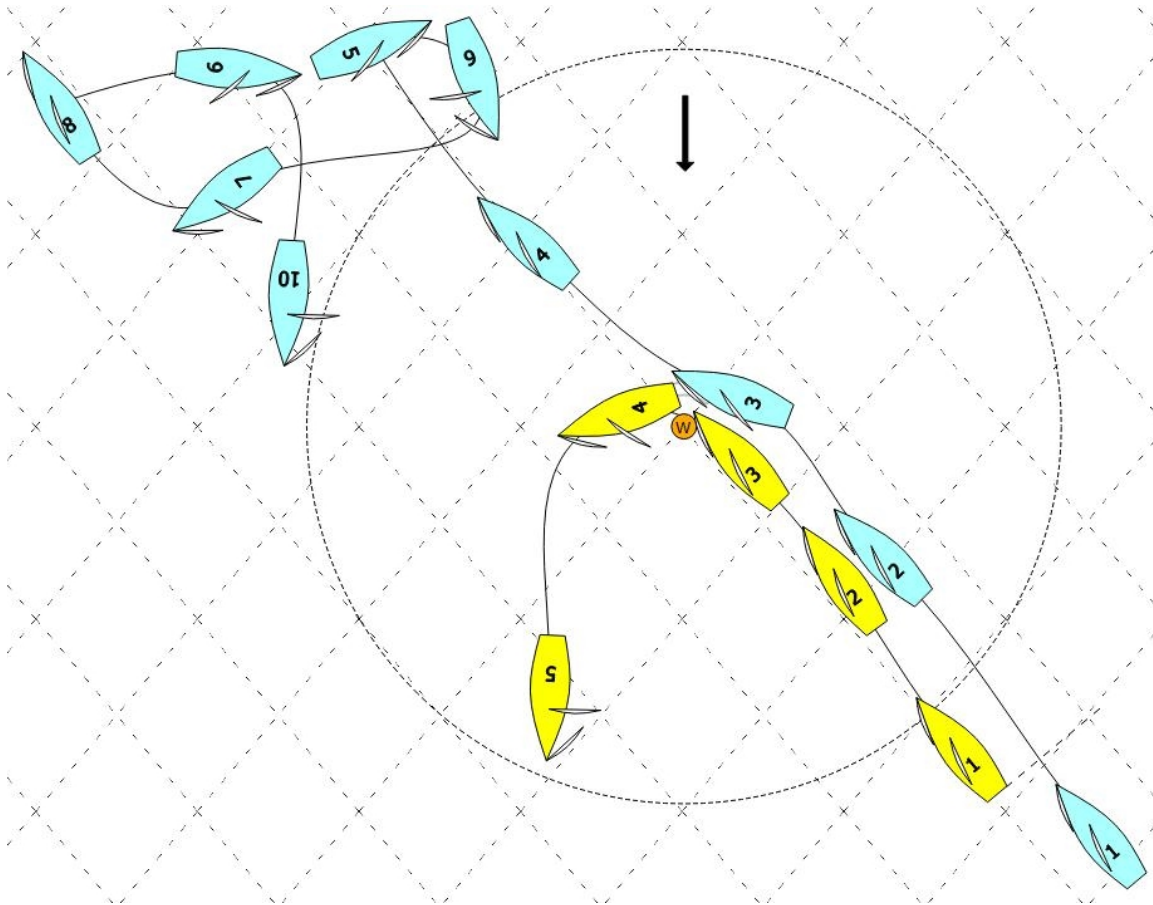


Figure 46

22 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side. *If you cross the line early, you must keep clear of others until you get behind the line to restart.*

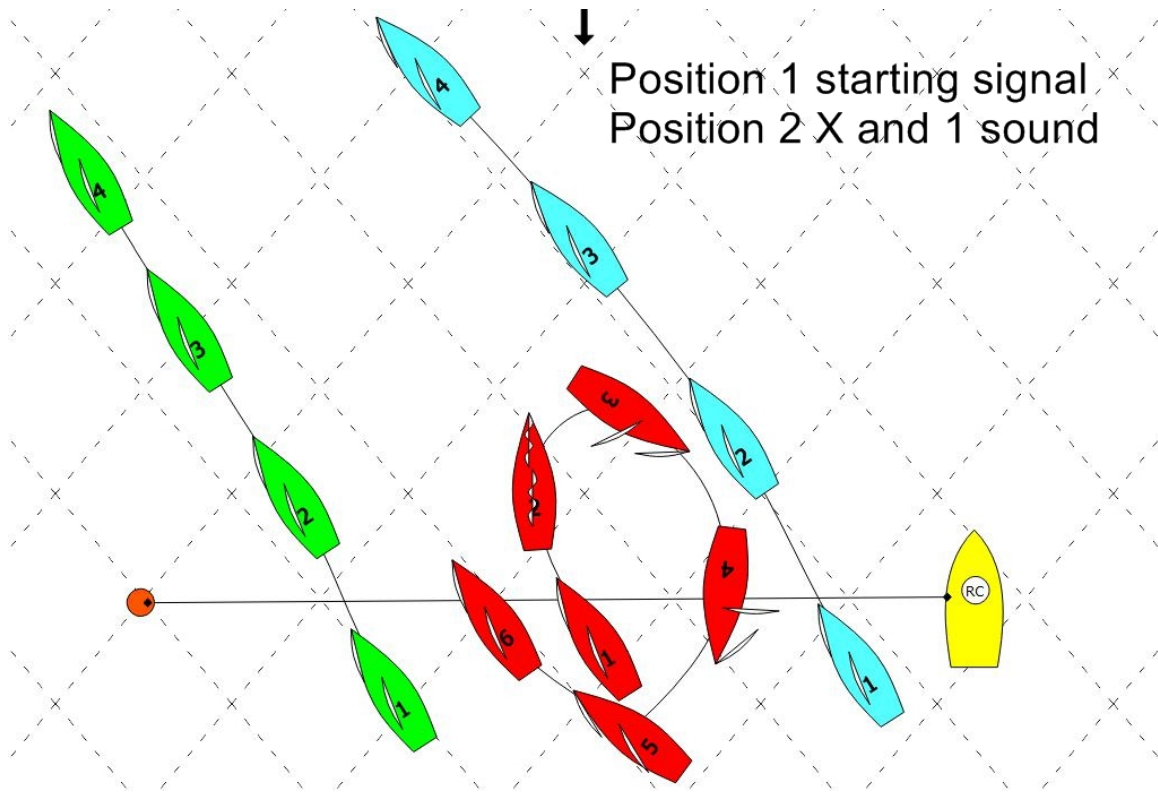


Figure 38

22.2 A boat taking a penalty shall *keep clear* of one that is not.

22.3 A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not. *Sailing backwards you must keep clear of those who are not.*

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water. *A boat anchored between her start and finish is racing – World Sailing Case 5.*

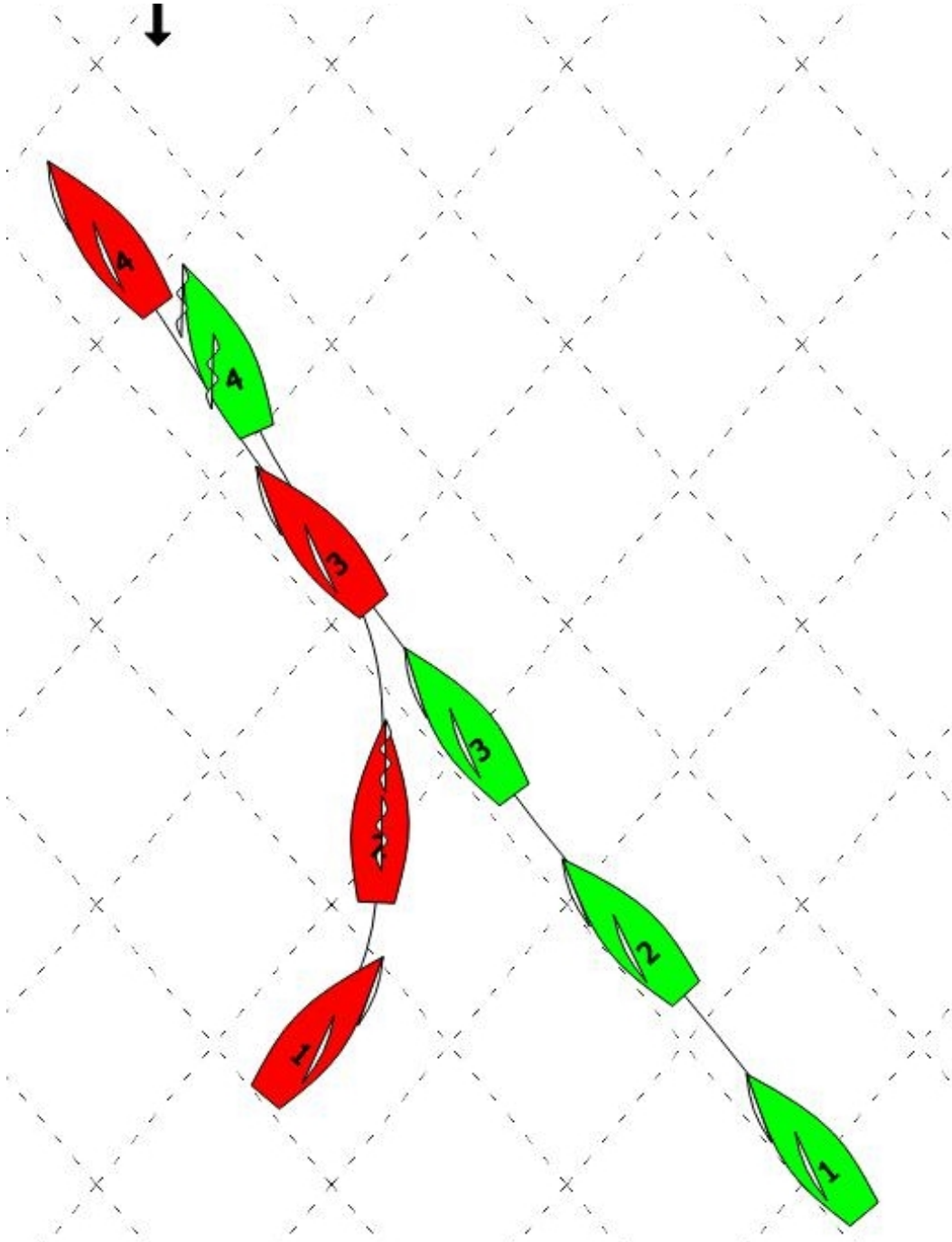
24 INTERFERING WITH ANOTHER BOAT

24.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

24.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1.

However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

DONE with Part 2! Here is the solution to the pre-quiz:





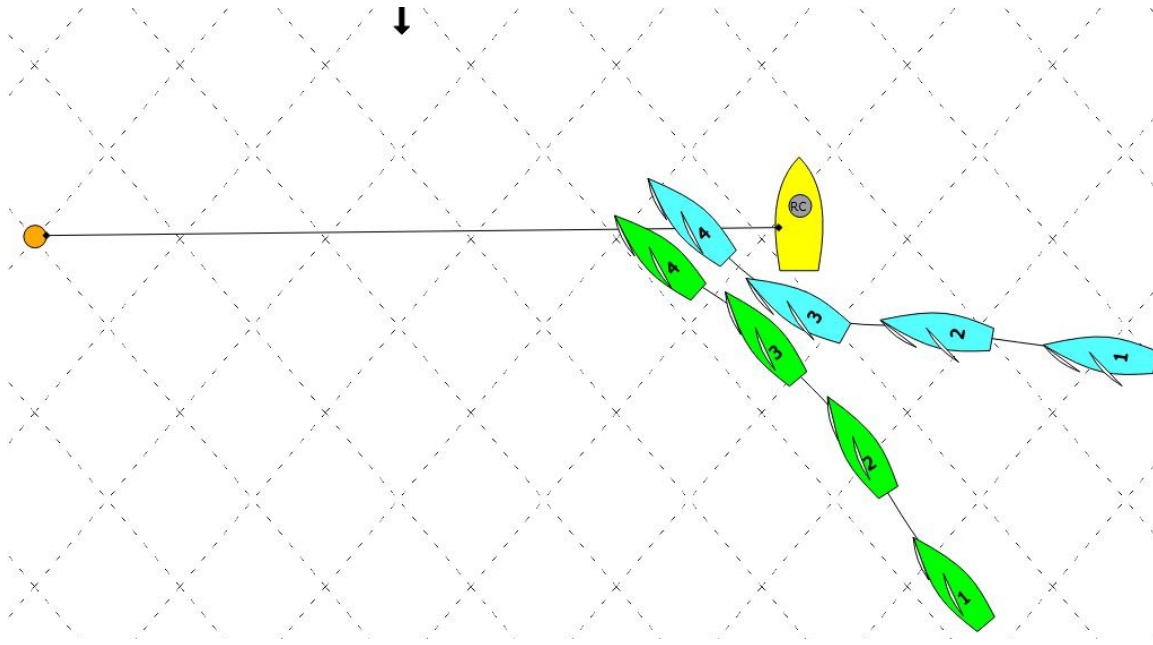
Protests

Many sailors do not like to protest. Protests require a sound understanding of the Rules of Racing and are time consuming and stressful. Protests, however, have a positive points:

Rule enforcement encourages fair, fun racing.

Protests can and should be learning moments for all involved.

Use the following scenario to complete the Protest Form on page 53.



Race 1 just before the start. Position 1 is 15 seconds before the start.

At position 2, 10 seconds before the start, you, the skipper green boat, sail 77, hails "no room" to the skipper of turquoise boat, sail 88.

At position 3, 5 seconds before the start, you, the skipper of green boat, sail 77, bear away to port so that you do not force turquoise boat, sail 88, to come in contact with your boat or the stern of the race committee boat. At the same time you, green boat skipper, sail 77, hail "Protest" to the skipper of turquoise boat, sail 88.

At position 4 the race has started and the line was clear at the start. You, green boat, are being "gassed" by turquoise boat who continues to sail up the course opening a lead on you.

Since your rival ignored your hail of "Protest" and did not exonerate herself by taking a penalty, you decide to formally protest turquoise boat for allegedly breaking rule ??.

Once you have made the decision to protest you should, while you continue to race, discuss the incident with your crew and one of you should record the facts in a waterproof pad or other suitable method. Race number, location on the course, sail numbers, brief description of the incident, and any other facts that will help you complete the Protest Form.



Protest Form

also for requests for redress and reopening

Fill in and check as appropriate

Date & time received _____
Received by _____ Filing no. _____
Protest time limit _____

1. **EVENT** _____ Organizing authority _____ Date _____ Race no. _____

2. **TYPE OF HEARING**

- Protest by boat against boat
- Protest by race committee against boat
- Protest by protest committee against boat
- Request for redress by boat or race committee
- Consideration of redress by protest committee
- Request by boat or race committee to reopen hearing
- Consideration of reopening by protest committee

3. **BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING**

Class _____ Sail no. _____ Boat's name _____
 Represented by _____ Tel. _____ Email _____

4. **BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS**

Class _____ Sail no. _____ Boat's name _____

5. **INCIDENT**

Where and when the incident occurred _____
 Rule(s) alleged to have been broken _____ Witness(es) _____

6. **INFORMING PROTESTEE** How did you inform the protestee of your intention to protest?

- By hailing When? _____ Word(s) used _____
- By displaying a red flag When? _____
- By informing her in some other way Give details _____

7. DESCRIPTION OF INCIDENT (use another sheet if necessary)	Diagram: one square = one hull length Show position of boats, wind and current direction, marks.