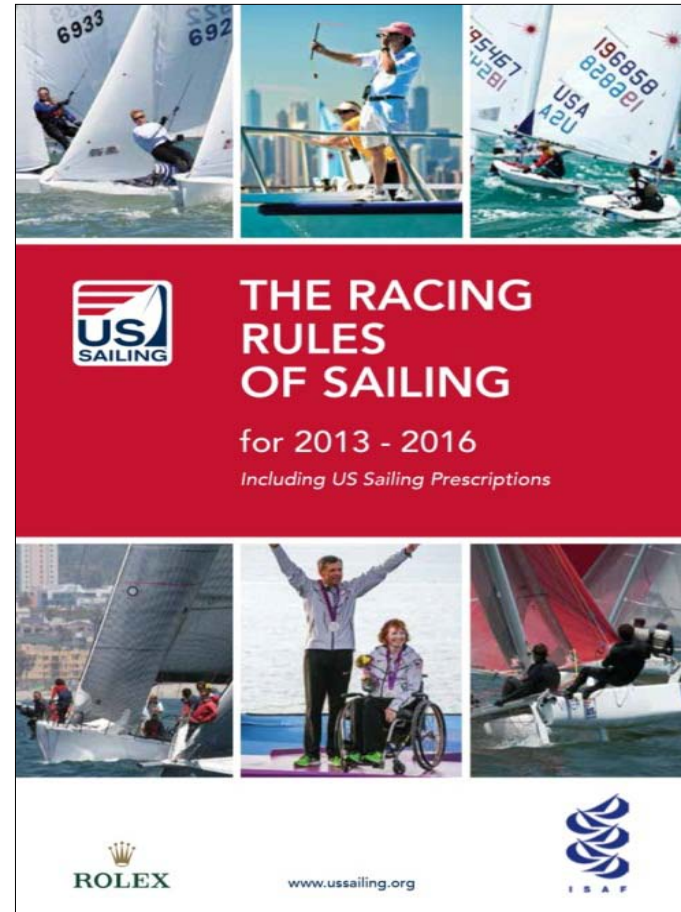




US Sailing Presents ...

RRS Part 2: Around the Race Course with the Racing Rules of Sailing



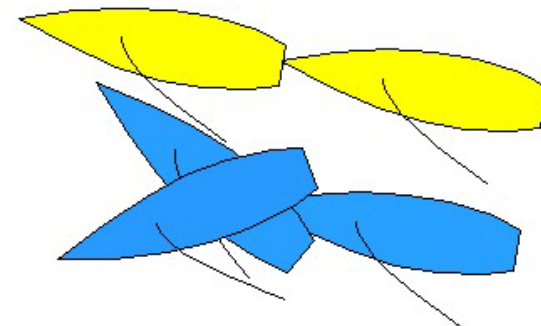
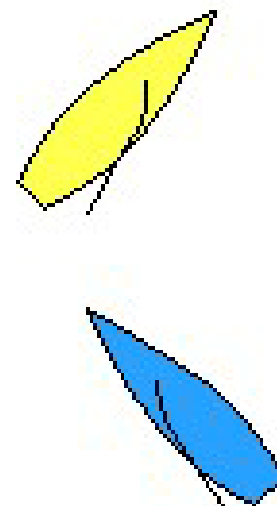
Key Definitions

Keep Clear

A boat *keeps clear* of another if the other can sail her course with no need to take avoiding action ...

and,

when ... overlapped, if the leeward boat can change course in both directions without immediately making contact ...





Key Definitions

Room: The space a **boat** needs in the **existing conditions** while maneuvering **promptly** in a **seamanlike way**.

- **existing conditions** – big waves, strong winds, current...or really light air
- **promptly** – time (generally interpreted as without unreasonable delay)
- **seamanlike** – not beginner or expert, but competent, safe
- What kind of **boat**?
- Includes ability to comply with Part 2 and rule 31

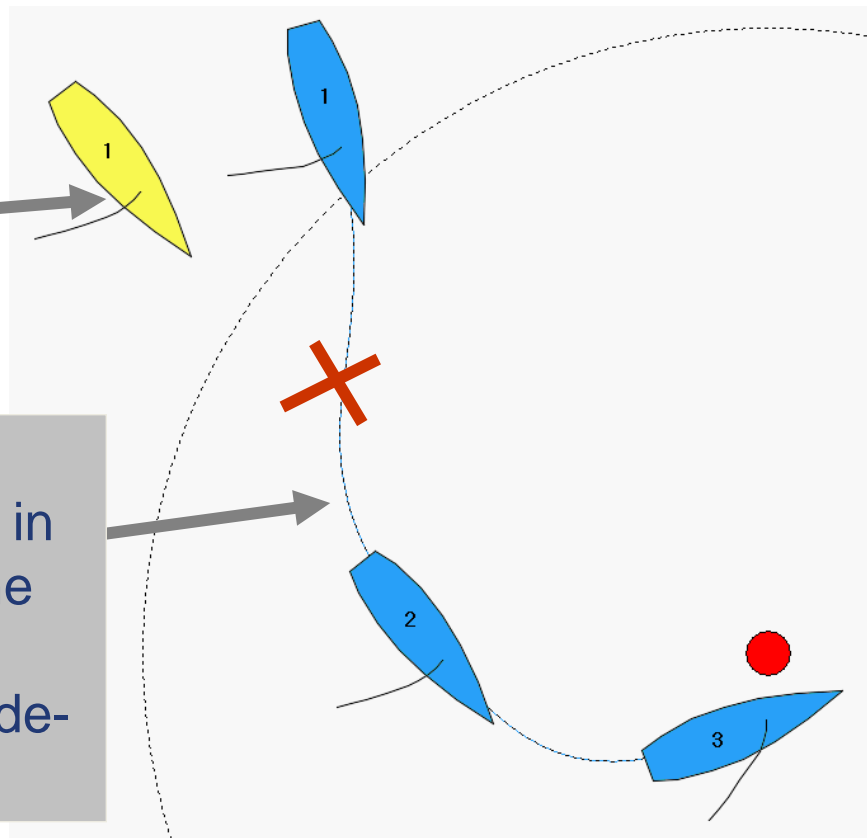
Key Definitions

Mark-Room

- **Room** for a boat to sail to the *mark*,

Must give *mark-room* from this point.

Entitled only to enough space to sail to the mark in a seamanlike way, not the space she might want to make a tactical swing wide-cut close rounding.



Key Definitions

Note: uses *room* definition

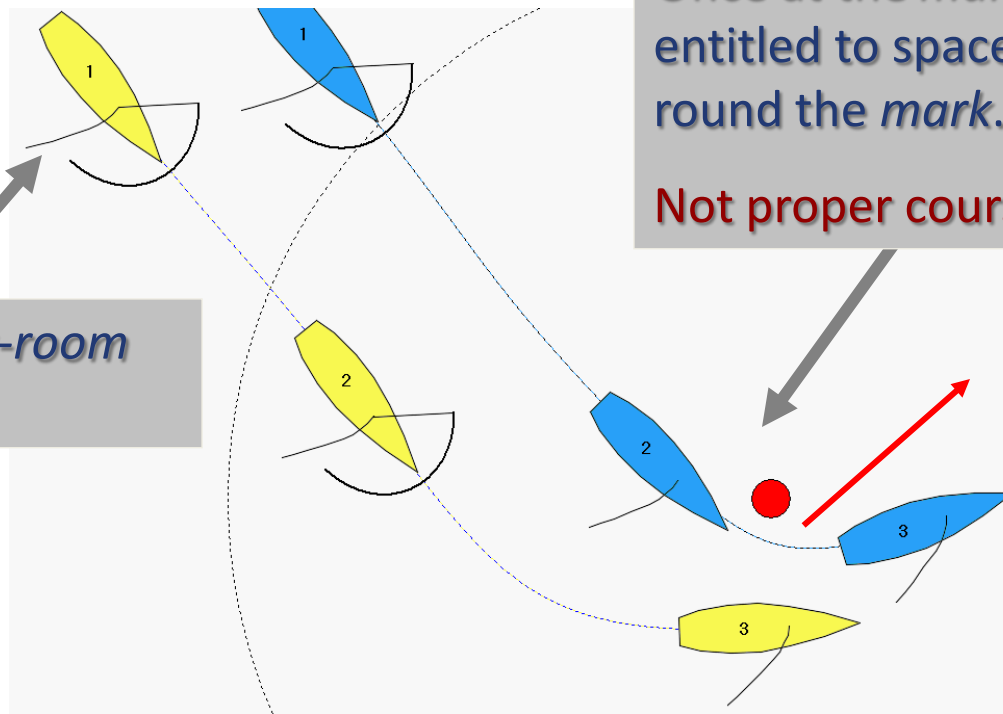
Mark-Room

- ... and then *room* to round the mark as necessary to sail the course.

Must give *mark-room* from this point.

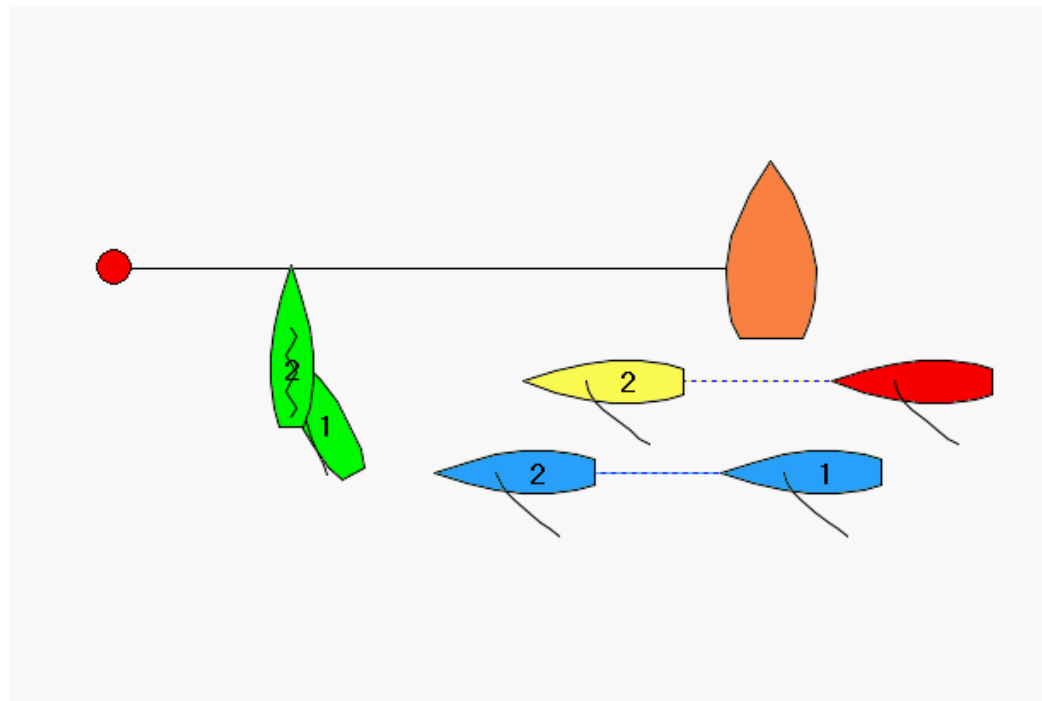
Once at the *mark*, entitled to space to round the *mark*.

Not proper course !



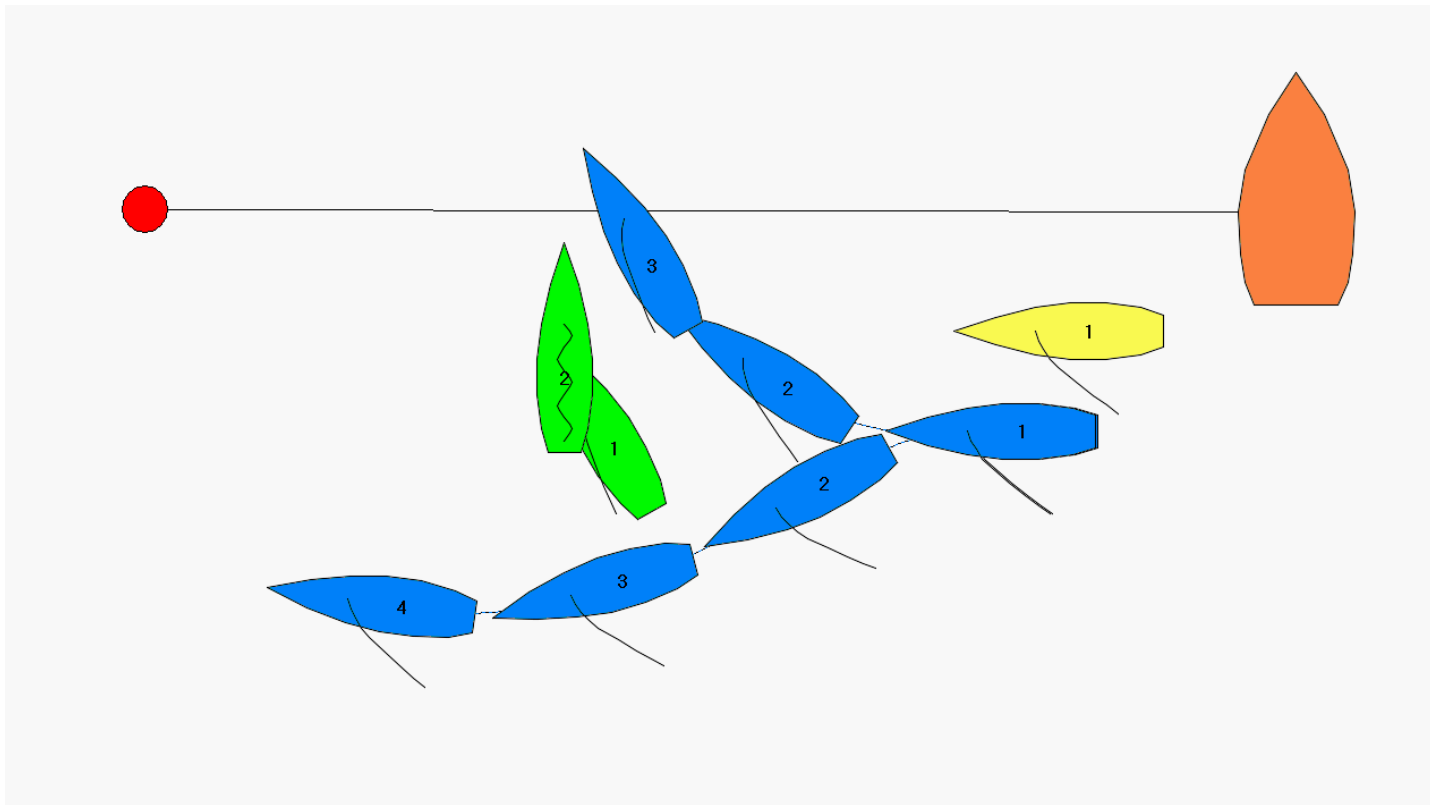
Starting Area

- Is Green an obstruction?
- Who has rights?
- What rules apply?

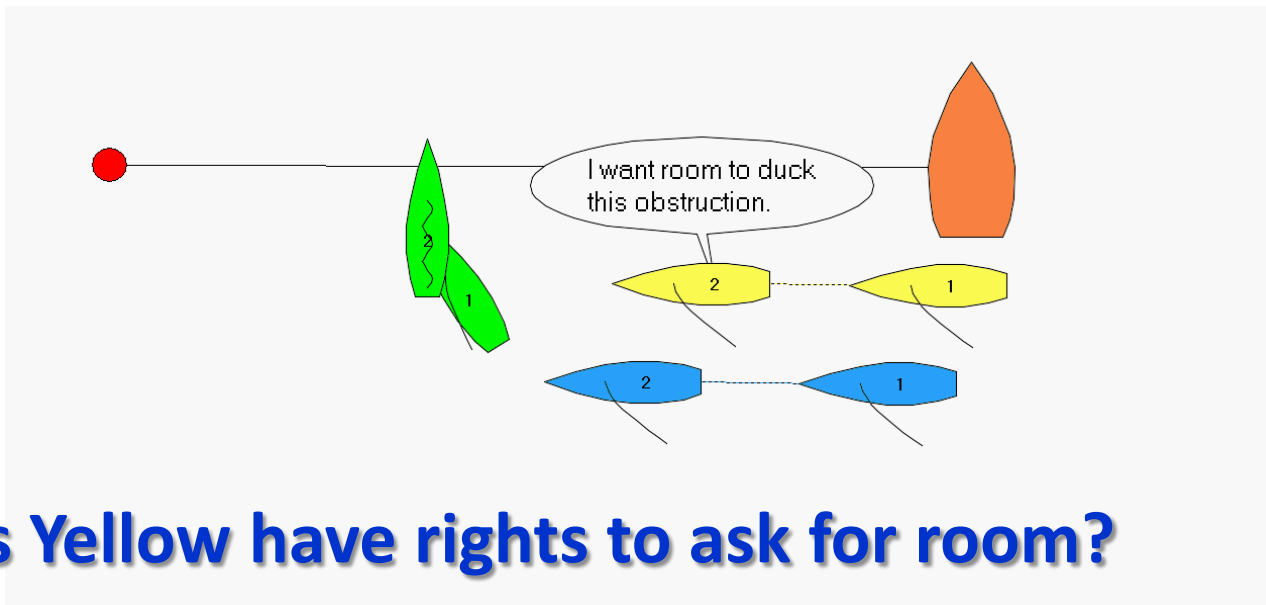


Starting Area

Blue, as leeward right-of-way boat, gets to decide on which side of Green she wants to sail.



Starting Area



Does Yellow have rights to ask for room?

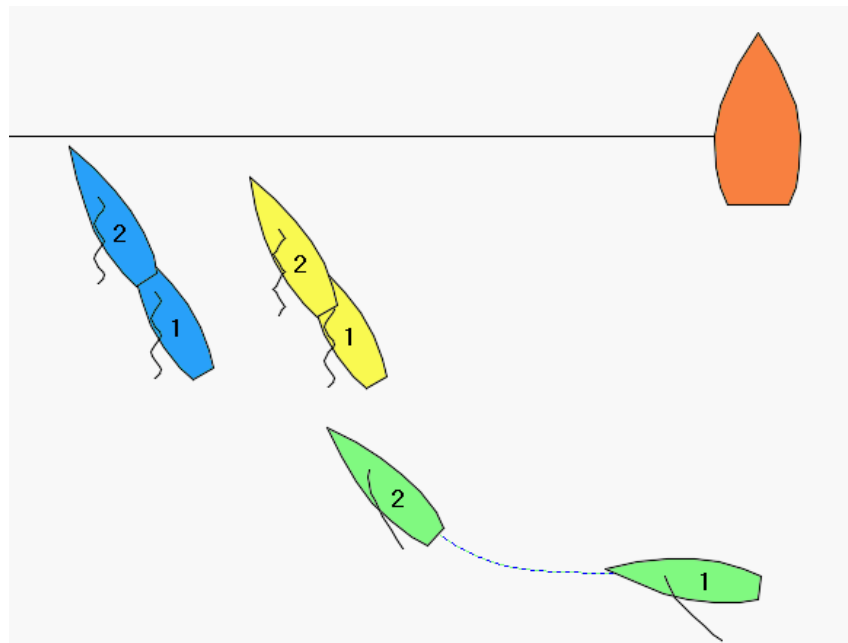
Once the blue boat decides to go to leeward of Green:

- Rule 19 applies
 - ✓ Green is not a mark of the course
- Rule 19.2(b) – Overlapped
 - ✓ Blue (outside) shall give Yellow (inside) room

Starting Area

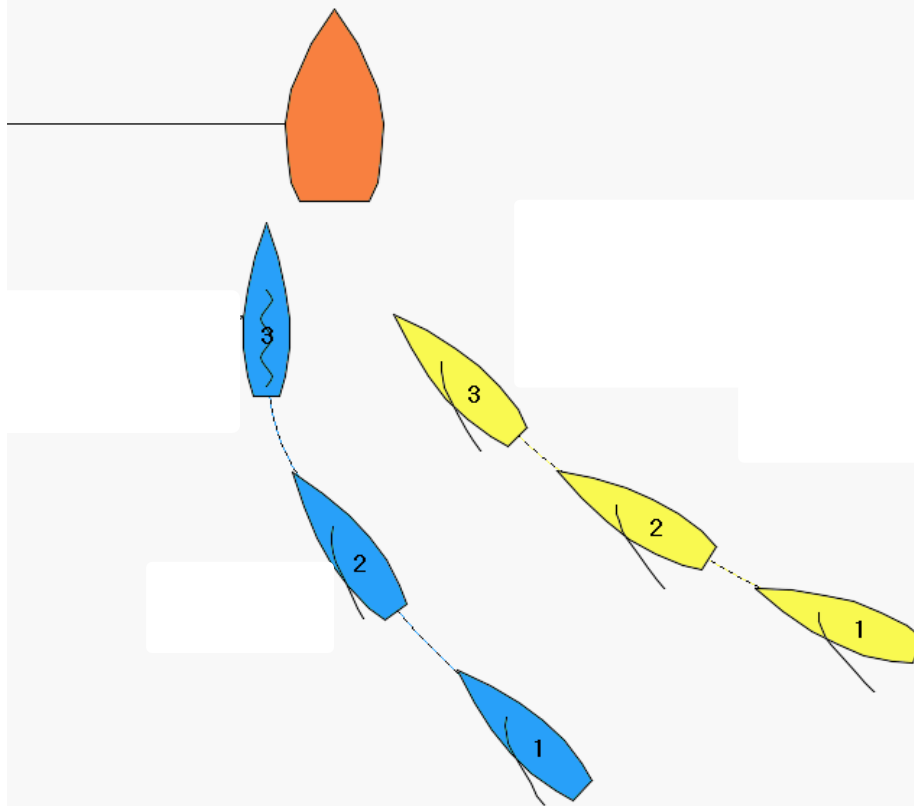
Is Green entitled to room to pass between Blue & Yellow?

- Blue is an *obstruction* because both Yellow (windward) and Green (same tack, clear astern) are required to *keep clear*; but not a continuing *obstruction* (definition Obstruction).
- When Green overlaps Yellow and gains right of way she must give Yellow *room to keep clear* (rule 15).
- Yellow must *keep clear* and give Green *room* to pass between her and Blue if she is able to when the *overlap* begins (rules 11 and 19.2(b)).



The Start

Prior to the starting signal, the boats are approaching the line to start. What is happening? What rules apply? Who has rights?



The Start – “Barging”

Before the Starting Signal

Section C Preamble – Section C rules (18, 19, & 20) do not apply at a starting *mark* surrounded by navigable water when approaching to start.

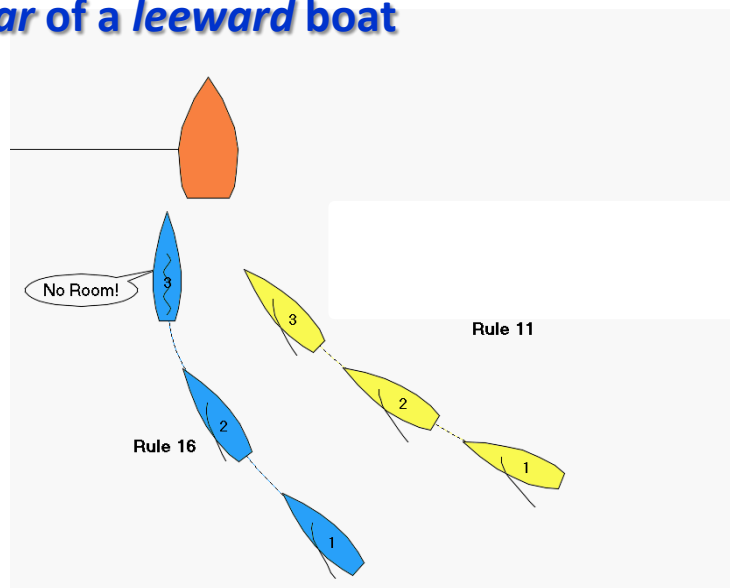
Rule 11 – On the Same Tack, Overlapped

- Windward boat shall *keep clear* of a *leeward* boat

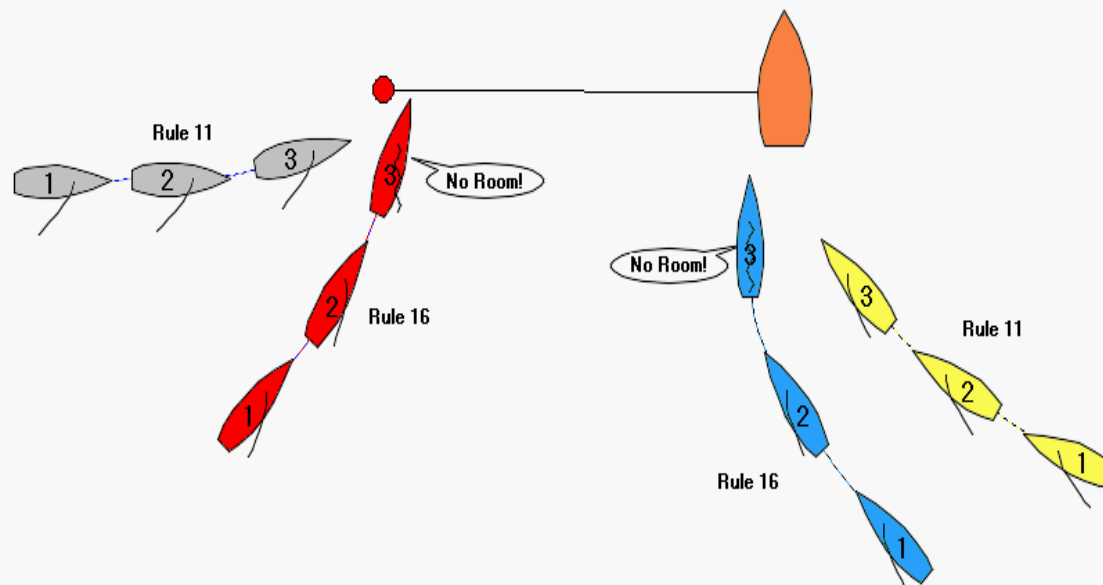
Rule 16 – Changing Course

- 16.1 Shall give *room* to *keep clear*

The Blue boat must shut the door before Yellow gets her bow stuck in to leeward of the committee boat.



The Start – “Barging”



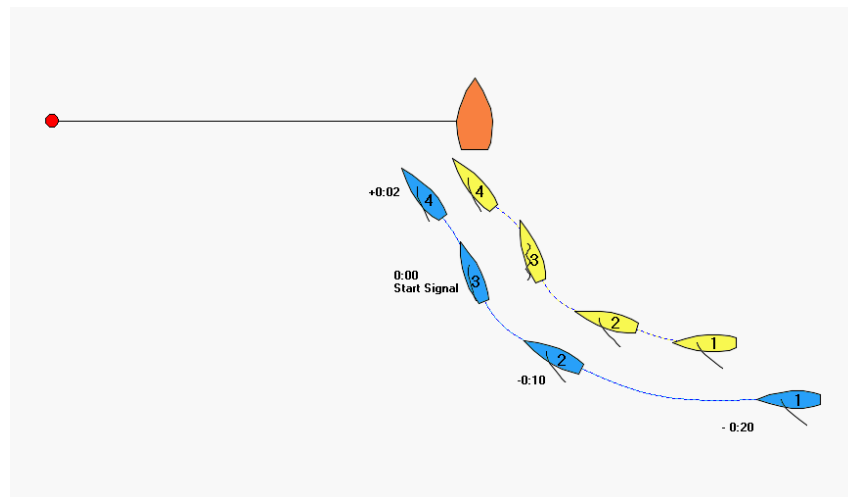
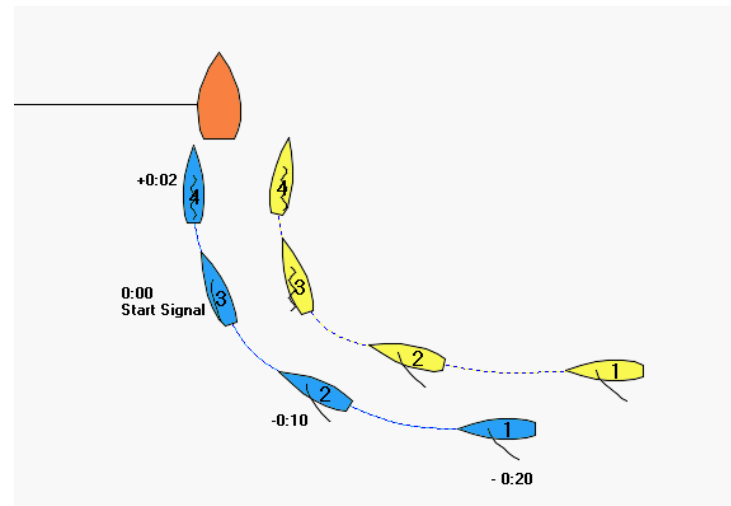
“Barging” can also apply at the pin-end of the starting line.

Rule 17 at Starting Line

What about after the starting signal?

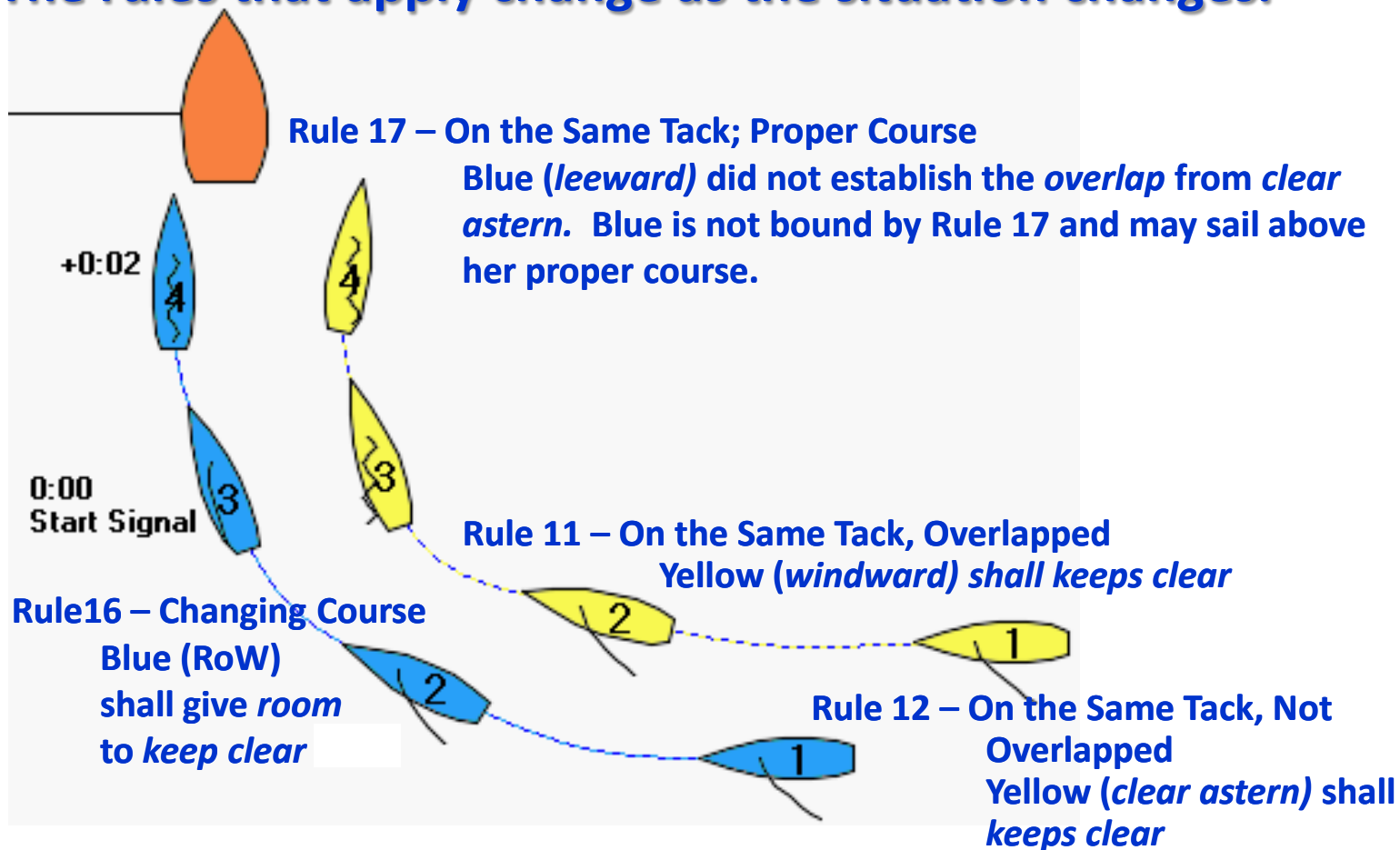
- How was *overlap* established?
- Is there a Rule 17 *proper course* limitation on the leeward boat?

Before the starting signal Blue has no *proper course*, but after the starting signal she does.



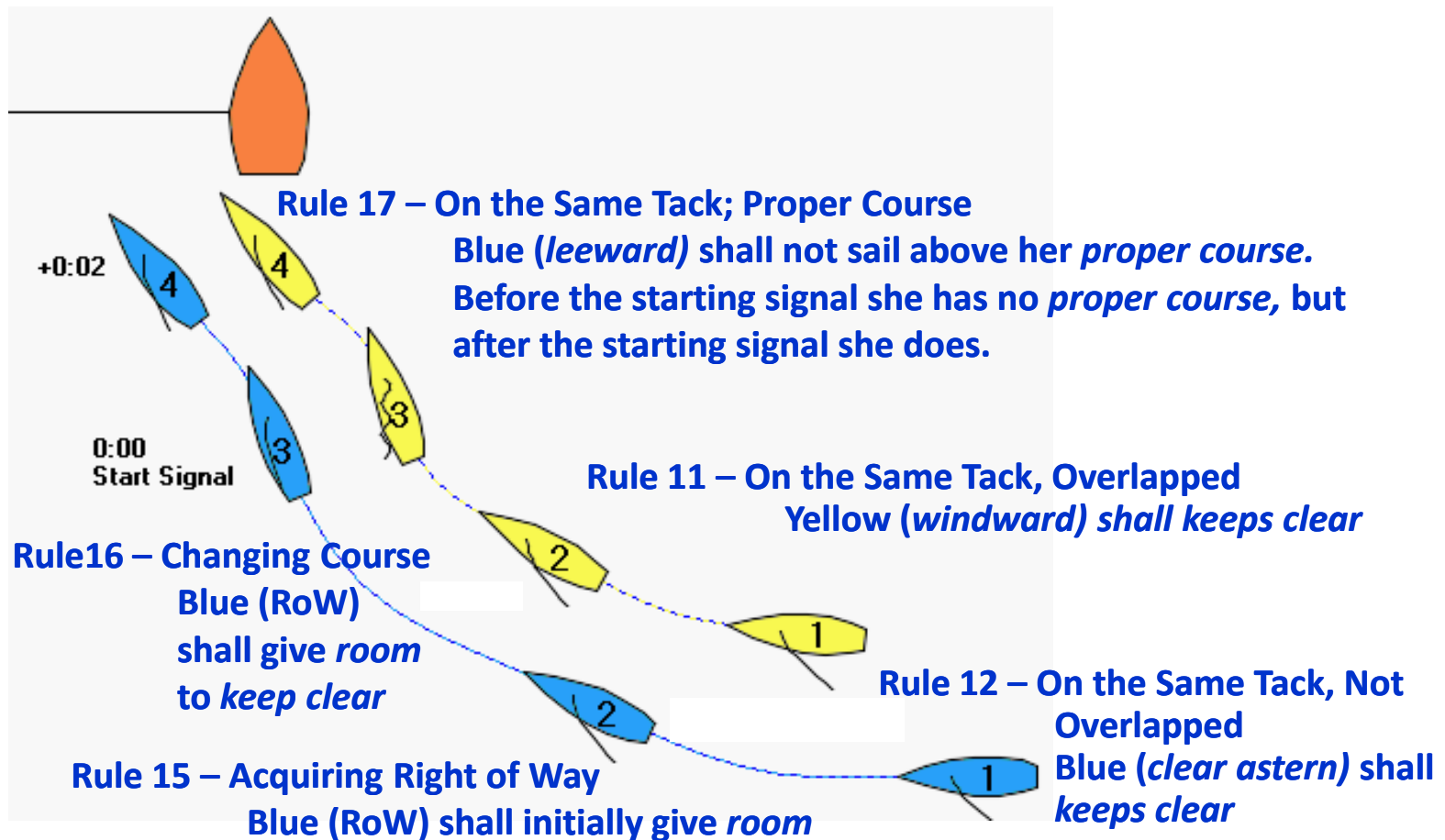
The Start

The rules that apply change as the situation changes.



The Start

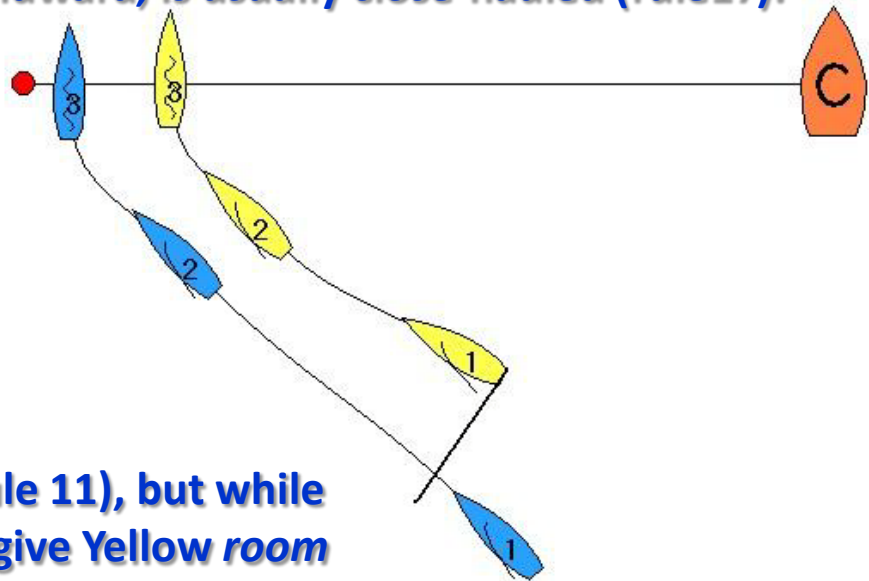
The rules that apply change as the situation changes.



The Start

What is L's Proper Course?

- After the starting signal, Blue (leeward) may not sail above her *proper course*, which, when sailing to windward, is usually close-hauled (rule 17).
- However, in order to pass on the correct side of the starting mark, Blue's *proper course* may be to momentarily luff up to head to wind (definition Proper Course).
- Yellow must *keep clear* of Blue (rule 11), but while Blue is changing course she must give Yellow *room* to do so (rule 16).



Windward Legs

RRS 10 port must keep clear

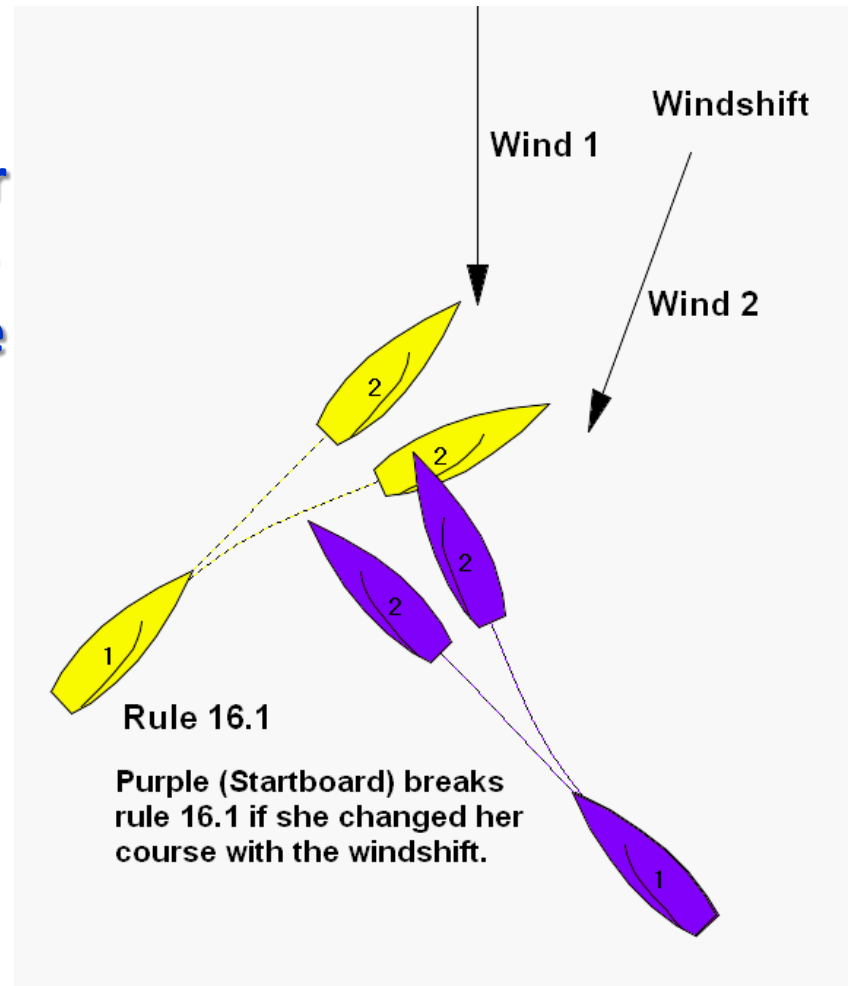
RRS 16.1 protects the keep-clear boat from unpredictable or last-second changes of course by the right-of-way boat, which would prevent her from *keeping clear*.

Possible conclusions:

Port kept clear

Port did not keep clear

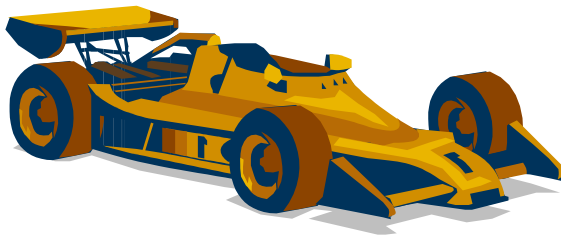
Stbd did not give room while altering....



Windward Legs

So how close is too close?

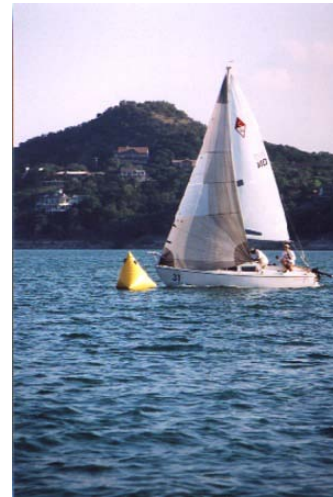
- On a two lane road when wanting to pass, *it depends...*
 - Are you driving a race car or a tractor?
 - What are you passing?
 - What's coming in the opposite direction?



Windward Legs

So how close is too close?

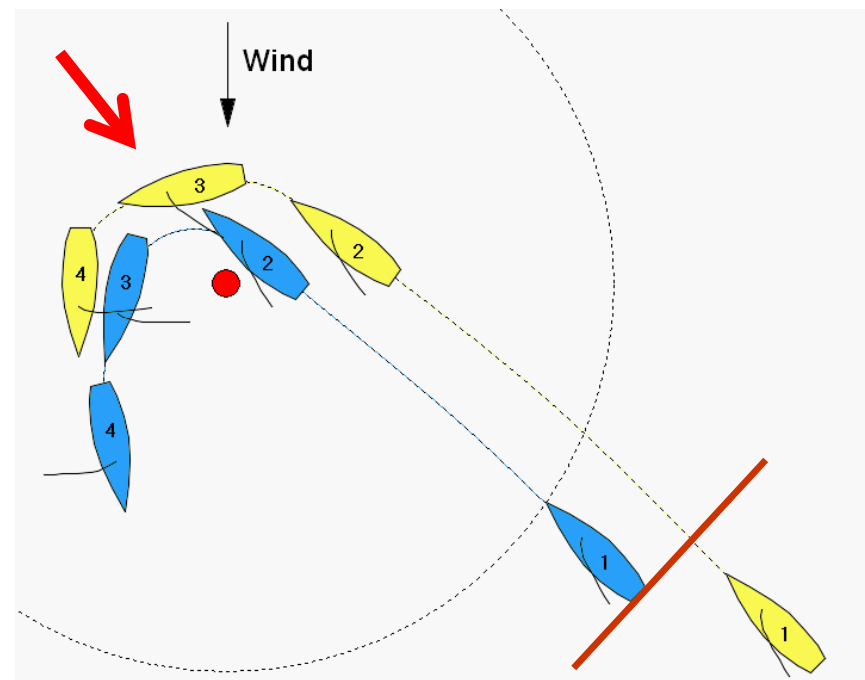
- *In sailboat racing it also depends on...*
 - Distance between boats
 - Speed of boats
 - Size, maneuverability, of boats
 - Visibility between boats
 - Angle of convergence
- **key facts needed to reach a conclusion**



Windward Mark

- Not *overlapped* at the zone (3 hull lengths)
- Yellow must give Blue *mark-room*, which includes *room* to gybe at the mark if that is Blue's *proper course*.

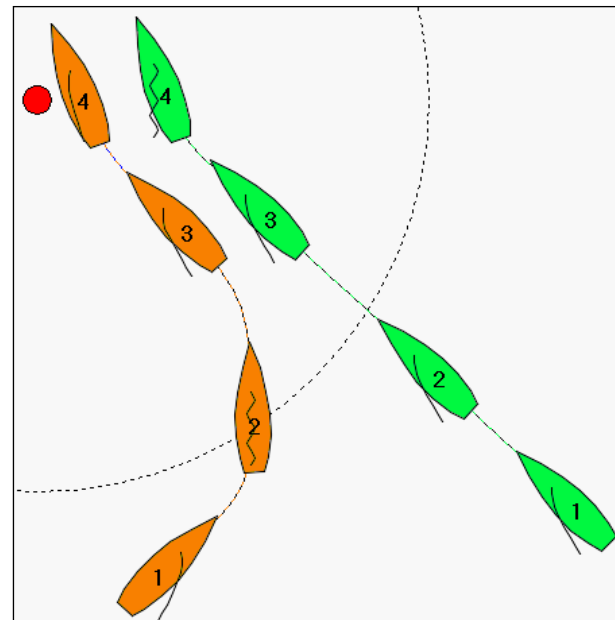
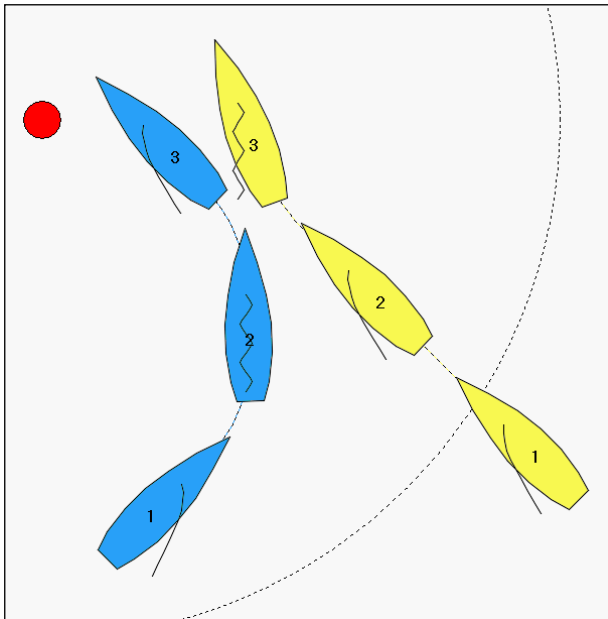
- Rule 18 applies until Blue no longer needs *mark-room* from Yellow.



Windward Mark

Rule 18.3 – Tacking When Approaching a Mark

- Blue and Orange (port) change *tack* in the zone.
- Yellow and Green (starboard) are fetching their mark.



Windward Mark

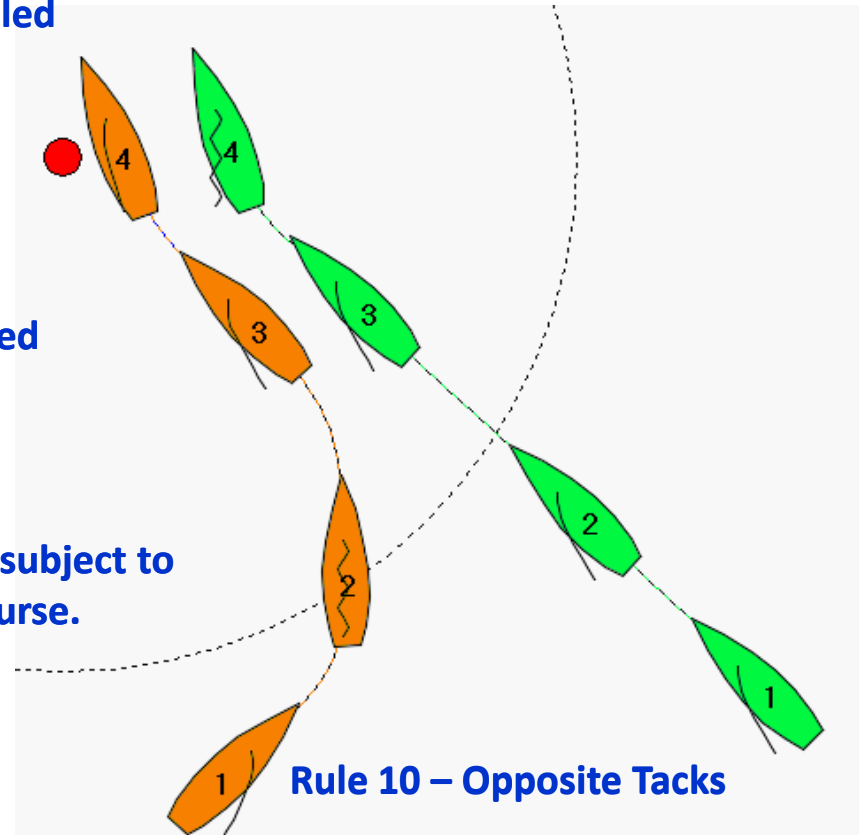
Rule 18.3 – Tacking When Approaching a Mark

In position 4, Orange luffs above close-hauled to clear the *mark*. As a result of her luff, Green sails above close-hauled to avoid Orange. Orange breaks rule 18.3(a).

Rule 11 – Same Tack, Overlapped
Orange is *leeward*/inside boat.

Rule 13 - While Tacking

Orange passes head to wind and becomes subject to rule 13 until she reaches a close-hauled course.



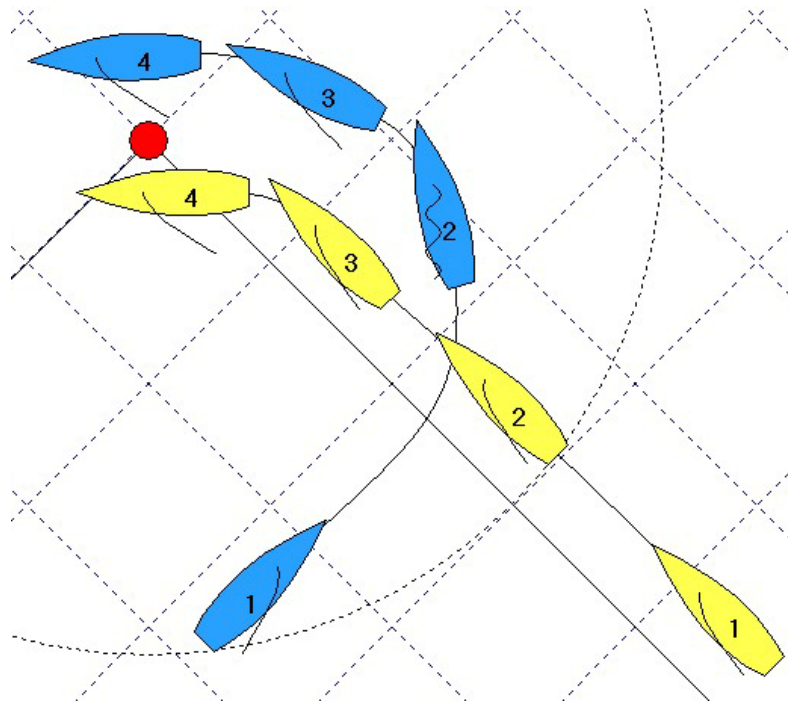
Windward Mark

Rule 18.3 – Tacking When Approaching a Mark

- One boat (port) changes *tack* in the *zone*
- When the other (starboard) is *fetching* the mark

Rule 18.2 does not apply and instead 18.3(a) does:

- Blue passes head to wind inside the *zone*.
- Yellow is *fetching* the *mark*.
- Blue shall not prevent Yellow from passing the *mark* on the required side.



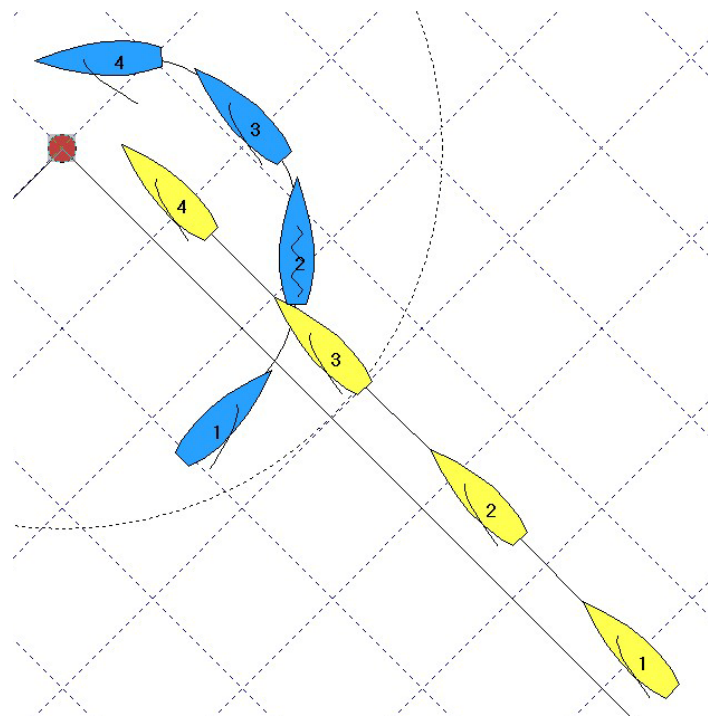
Windward Mark

Rule 18.3 – Tacking When Approaching a Mark

- One boat (port) changes *tack* in the *zone*
- When the other (starboard) is *fetching the mark*

Rule 18.2 does not apply and instead 18.3(b) does:

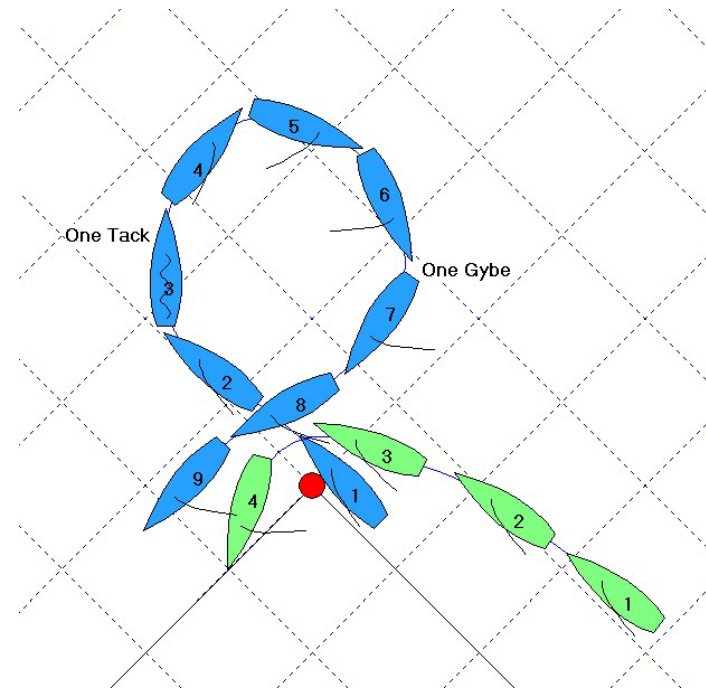
- Blue changes her *tack* inside the *zone*.
- Yellow is *fetching the mark*.
- Blue shall give the Yellow *mark-room* to pass the *mark* inside her.



Windward Mark

Rule 31 – Touching a Mark

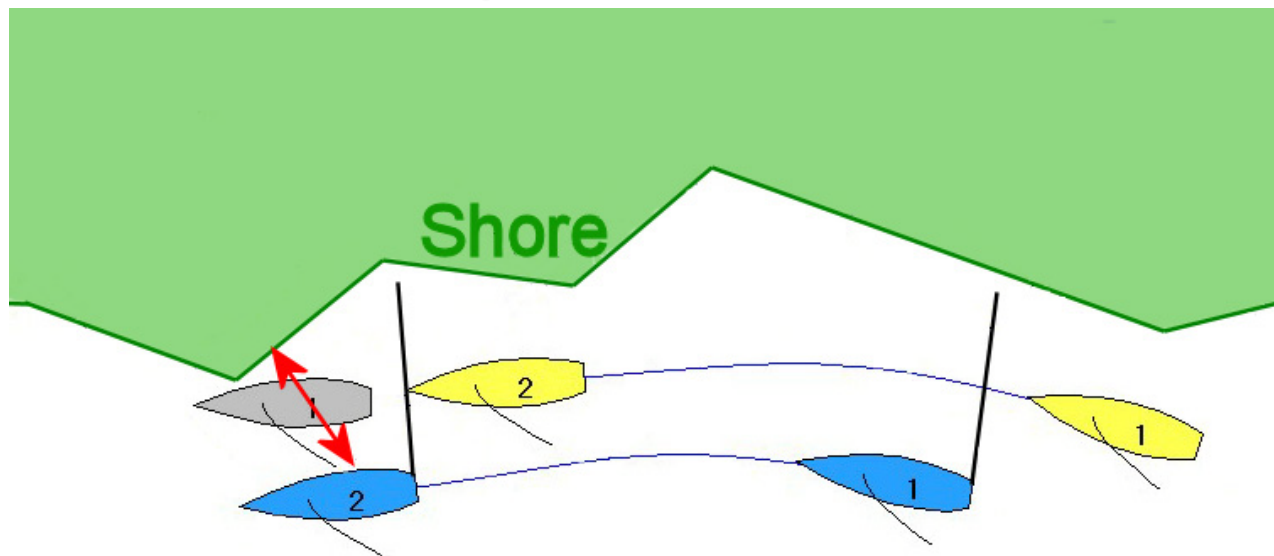
- Rule 31 – While *racing*, a boat shall not touch a *mark* that begins, bounds, or ends the leg of the course on which she is sailing...
- Rule 44.1 – Blue must take a penalty by promptly sailing well clear and making one turn including one tack and one gybe.
- Rule 44.2 – Blue must *keep clear* of other boats while doing her penalty turn.



Offwind Leg

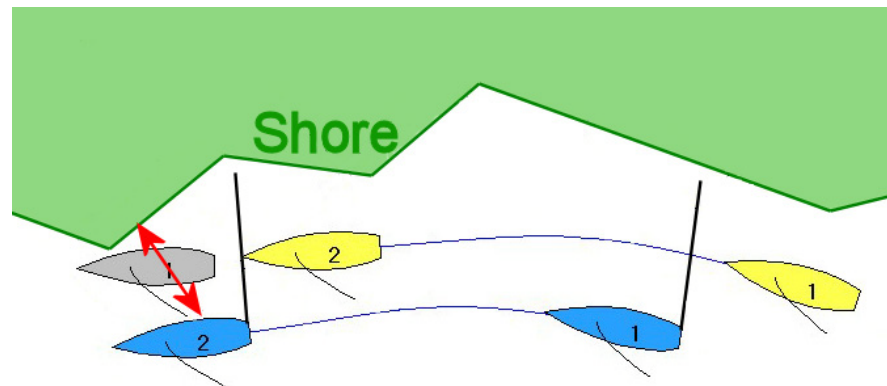
Position 1: Blue is clear ahead of Yellow

Position 2: If Yellow obtains an inside overlap between Blue and the shore, is she entitled to room to pass between them?



Offwind Leg

- At the moment Yellow obtains the overlap, if there is enough room for Yellow to sail between Blue and the shore without any risk of touching either, Blue must give Yellow room to pass between her and shore.
- Blue's obligation continues as long as Yellow has an inside overlap and they are passing the continuing obstruction.
- If Yellow needs more room to miss a point of land, Blue must bear off to provide that room.





Downwind Leg

Rule 17 – On the Same Tack; Proper Course

How was the overlap established?

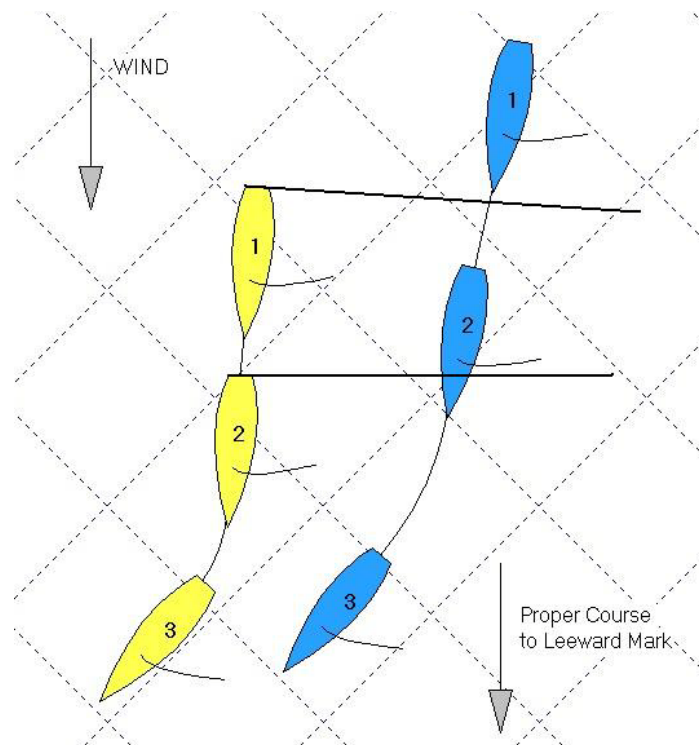
- Did the *leeward* boat become *overlapped* from *clear astern* within two of her hull lengths of the *windward* boat?

What is 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.
- Different boats may have different *proper courses* at the same time.

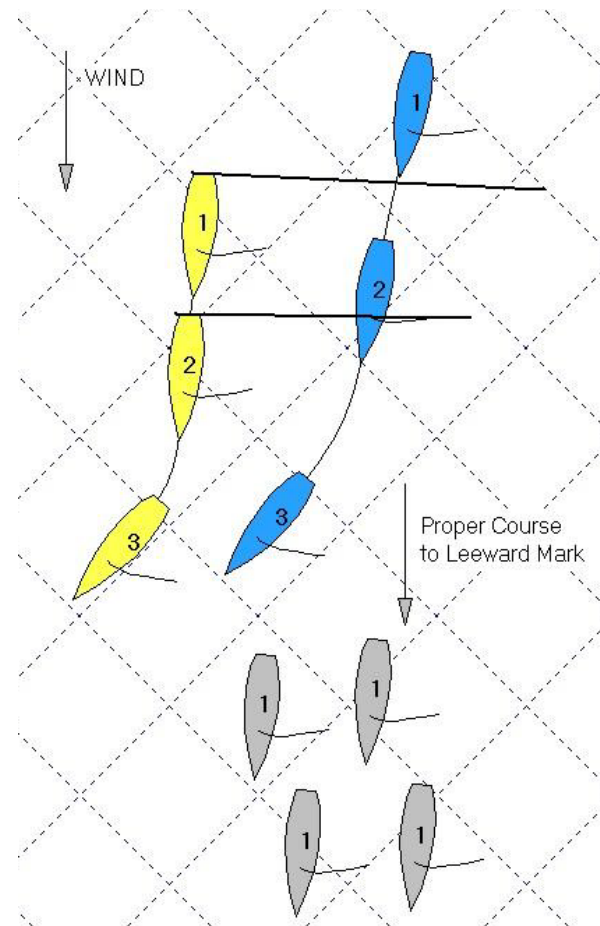
Downwind Leg

- Blue became overlapped from clear astern and then luffed above her proper course. The intent was to make it difficult for Yellow to stay ahead.
- In the absence of Yellow, Blue would not luff.
- Blue broke rule 17.



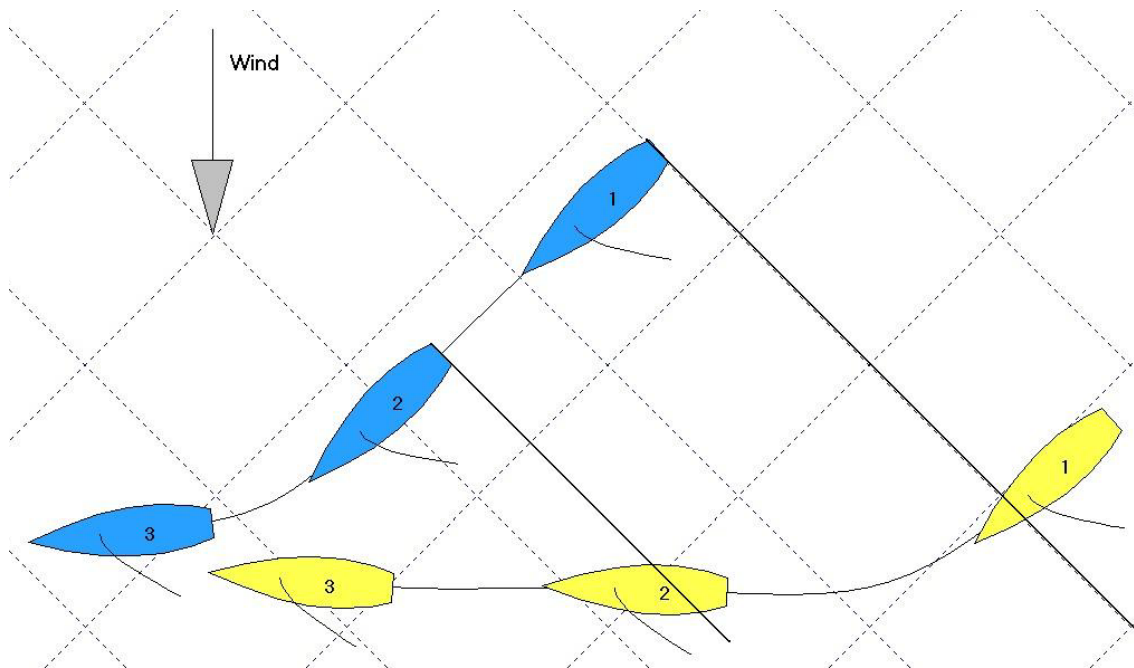
Downwind Leg

- **Blue became overlapped from clear astern and then sailed high to go above the slower gray boats in front of her.**
- **In the absence of Yellow, Blue would still sail high of the gray boats.**
- **Because she would do this even in the absence of Yellow, it is a legitimate proper course.**



Downwind Leg

- Yellow established the overlap while more than two boat lengths away from the blue boat.
- The yellow boat is not limited and may sail up to head to wind.



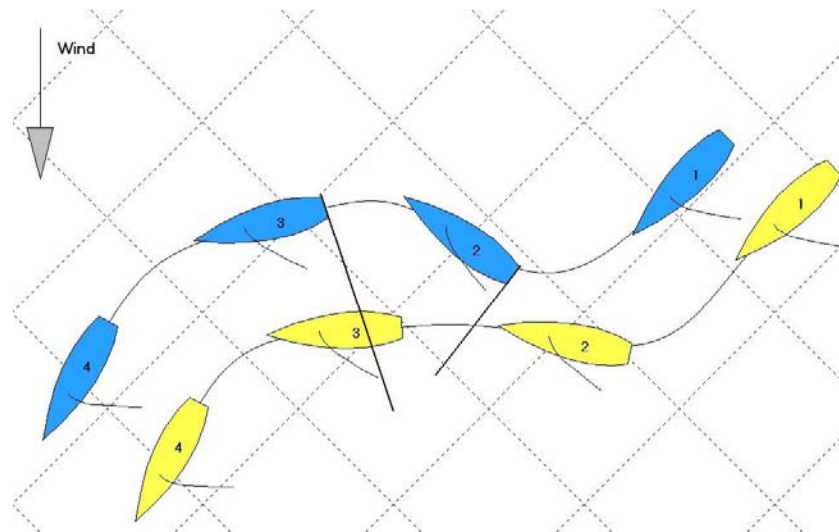
Downwind Leg

Position 1: Yellow established the overlap as in the previous slide (not 17)

Position 2: The blue boat luffs hard breaking the overlap.

Position 3: The blue boat bears away causing the overlap to begin again. The yellow boat does not have to give the blue boat room to keep clear under rule 15 since she gained leeward right-of-way as a result of the blue boats actions.

Position 4: The yellow boat must promptly bear away to her proper course because she became overlapped from clear astern.



Downwind Leg

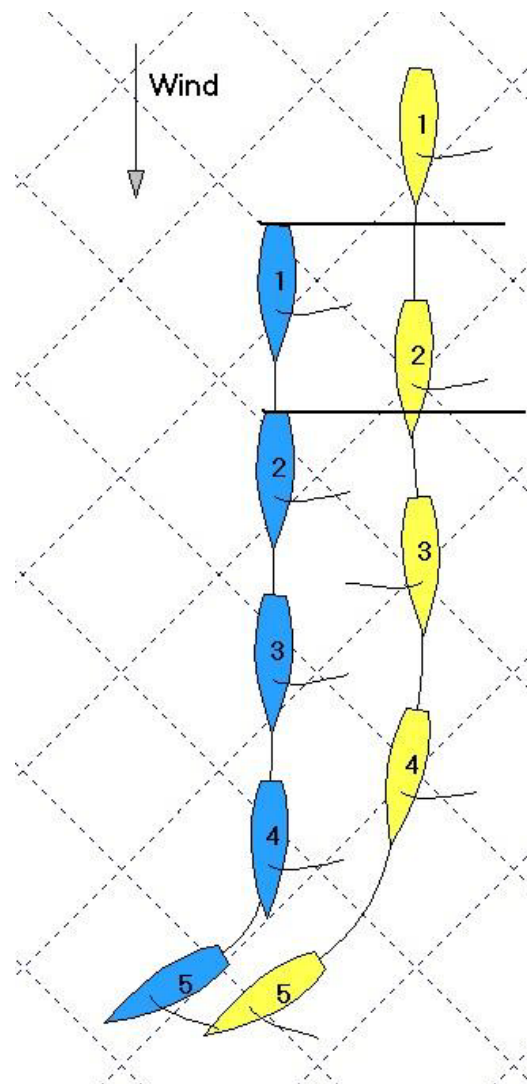
Position 1: No overlap

Position 2: Yellow becomes overlapped from clear astern within two boat lengths of Blue.

Position 3: Yellow gybes to port. They are still overlapped because they are $>90^\circ$ off wind, however, rule 17 requires they remain on the same tack.

Position 4: Yellow gybes back.

Position 5: Yellow may luff. She is not limited by 17. However, rule 15 requires yellow to initially give the blue boat room to keep clear. Then as she changes course yellow, under rule 16.1, must give blue additional room to keep clear.

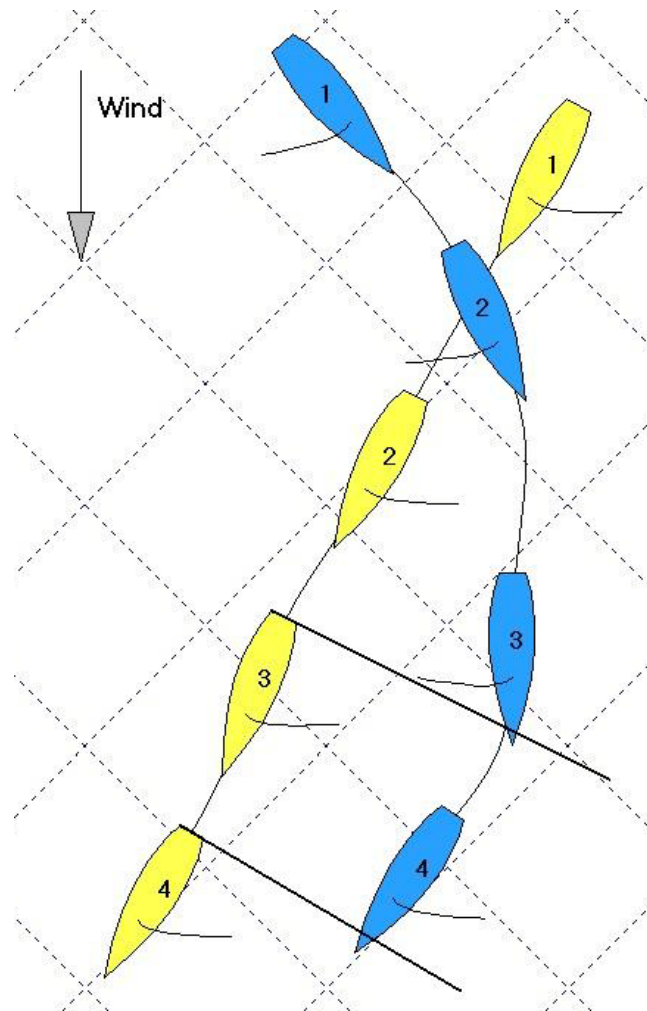


Downwind Leg

In position 3, Blue bears away creating an overlap. Because Blue & Yellow are sailing $> 90^\circ$ off the wind, they are overlapped on opposite tacks.

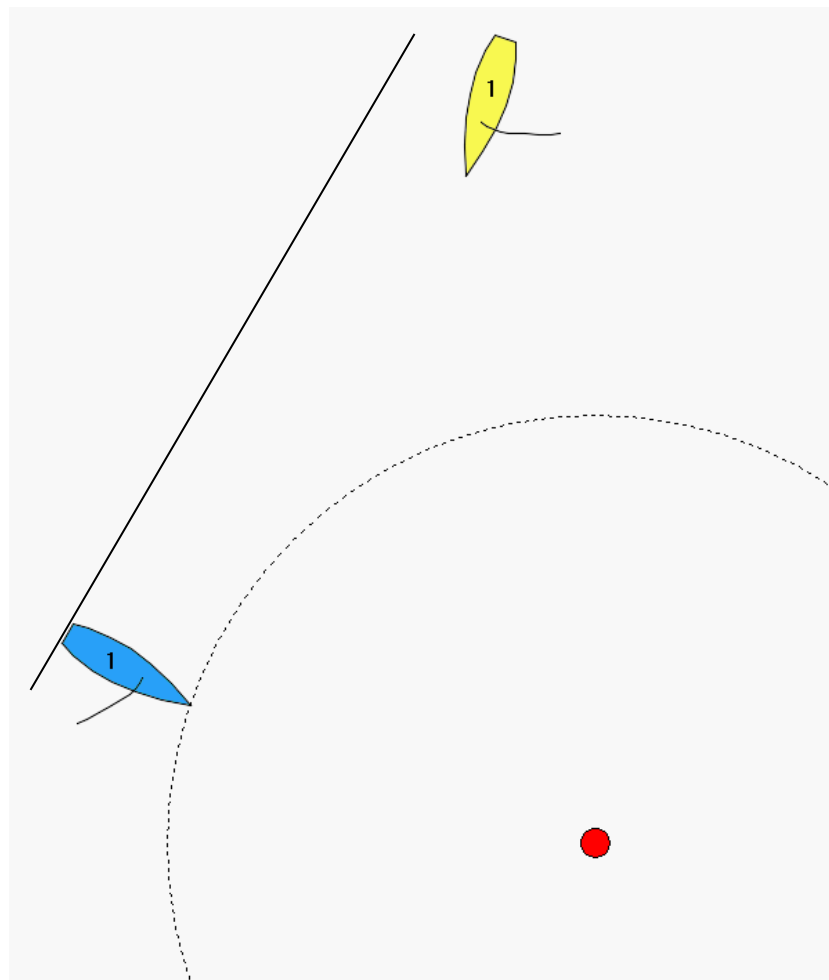
In position 4, Blue gybes. As soon as her boom crosses centerline Blue & Yellow are immediately overlapped on the same tack.

Blue can luff to head to wind, but must give Yellow room to keep clear, under both rule 15 and rule 16.1.



Leeward Mark

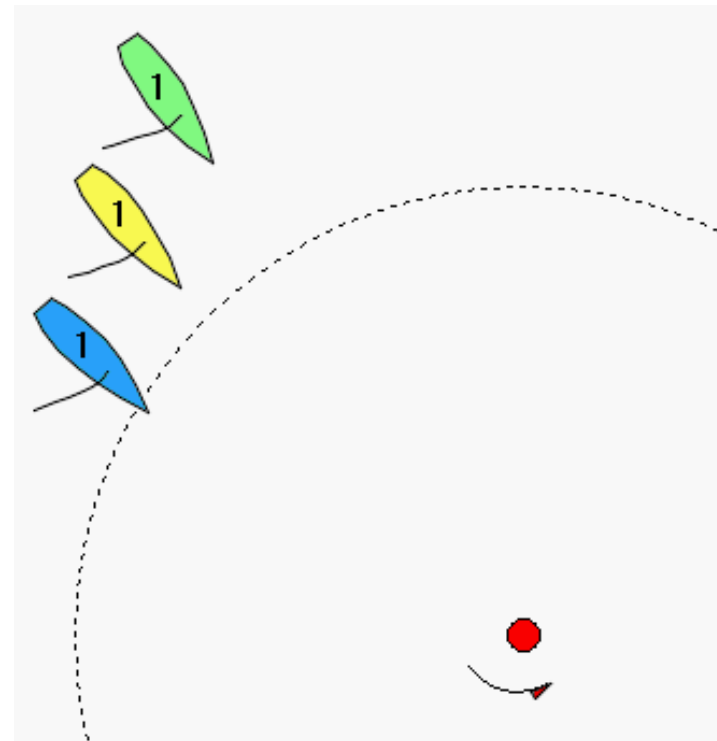
Yellow (starboard) is on the opposite tack and well behind Blue (port), but Yellow has an inside overlap when Blue enters the zone.



Leeward Mark

Giving Room and Keeping Clear

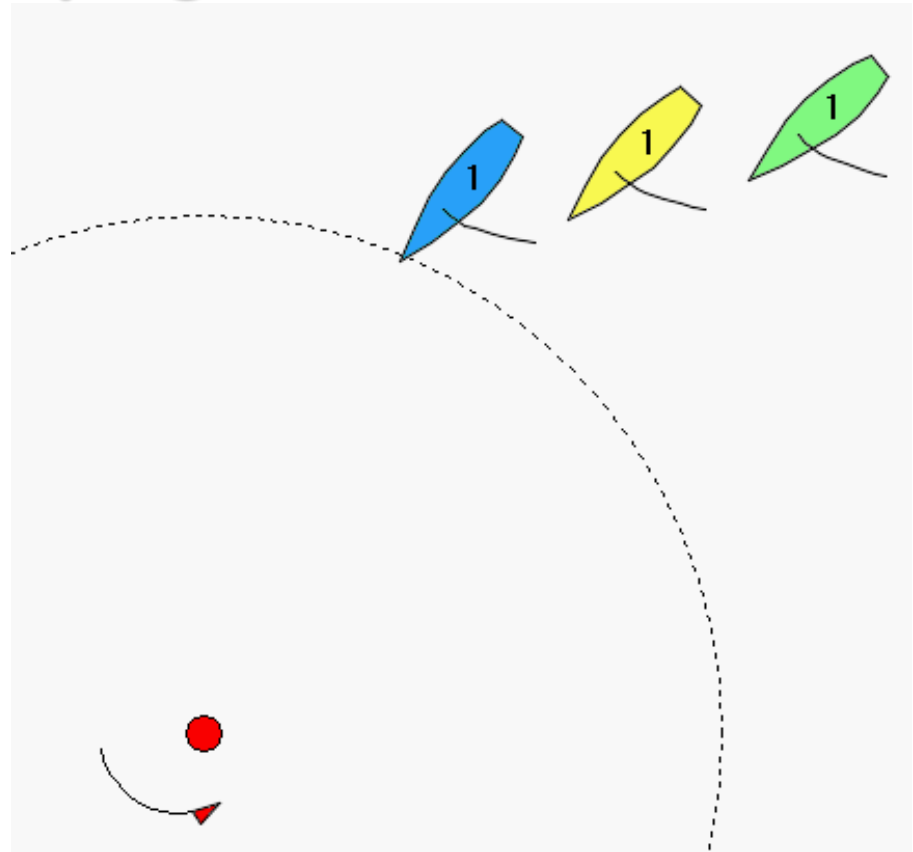
- Green is the inside/*windward* boat.
- She does not have right of way. Rule 11 does not turn off.
- Blue and Yellow must give her space to sail to the *mark* in a seamanlike way, and then space to round the *mark as necessary to sail the course*.



Leeward Mark

Giving Room and Keeping Clear

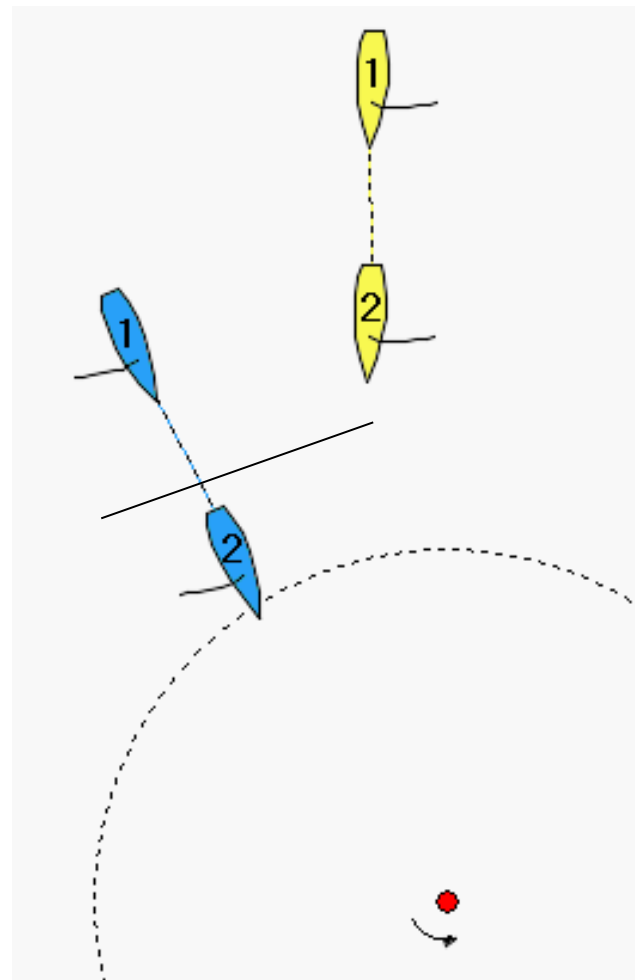
- Green is the *inside/leeward* boat.
- She is the right-of-way boat (rule 11).
- Blue and Yellow must *keep clear* of Green and give her *mark-room*.



Leeward Mark

Position 1: Yellow (starboard) is the right-of-way boat.

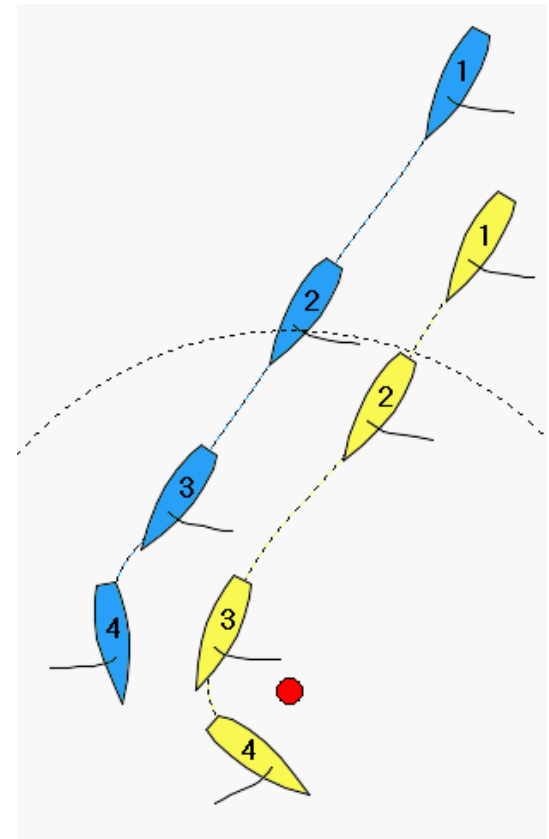
Position 2: When Blue enters the zone, she is *clear ahead* of Yellow. Rule 18.2 (b) now requires Yellow to give Blue *mark-room*.



Leeward Mark

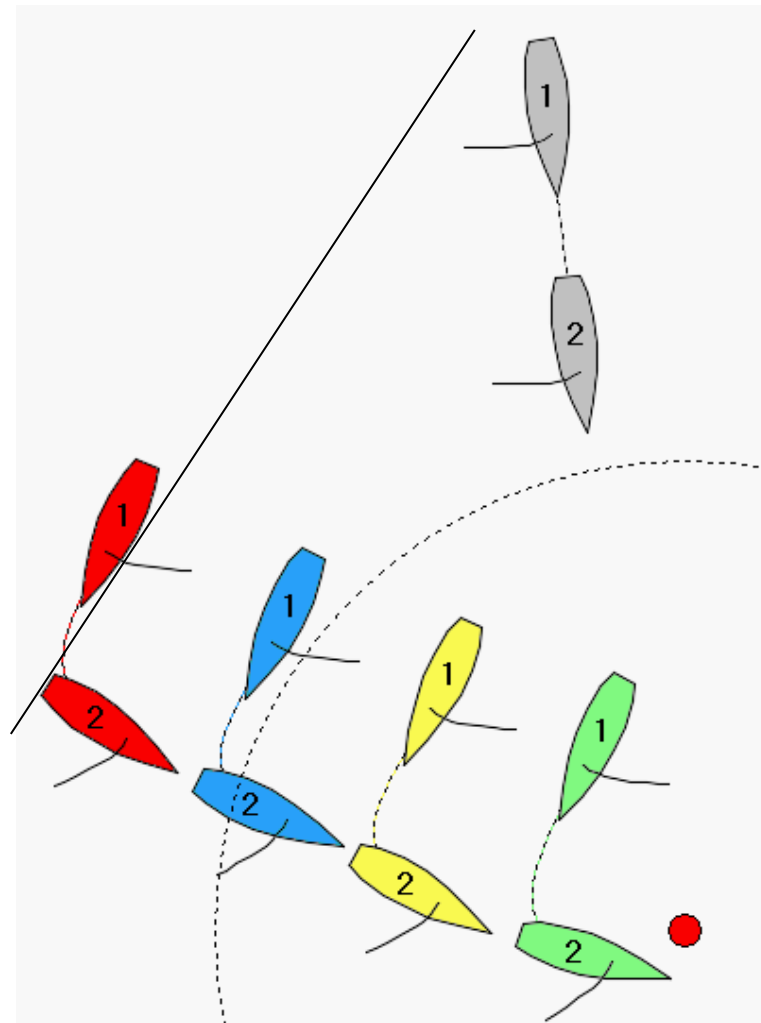
Rule 18.4 requires an inside overlapped right-of-way boat to sail no further from the mark than needed to sail her proper course.

- Yellow must gybe at the mark
- Yellow may not luff away from the mark prior to gybing if that takes her farther from the mark than her *proper course*.
- If this is a wing mark then gybing right at the mark might be Yellow's proper course.
- If this is a leeward mark then making a tactical rounding (swing wide-cut close) might be Yellow's proper course.



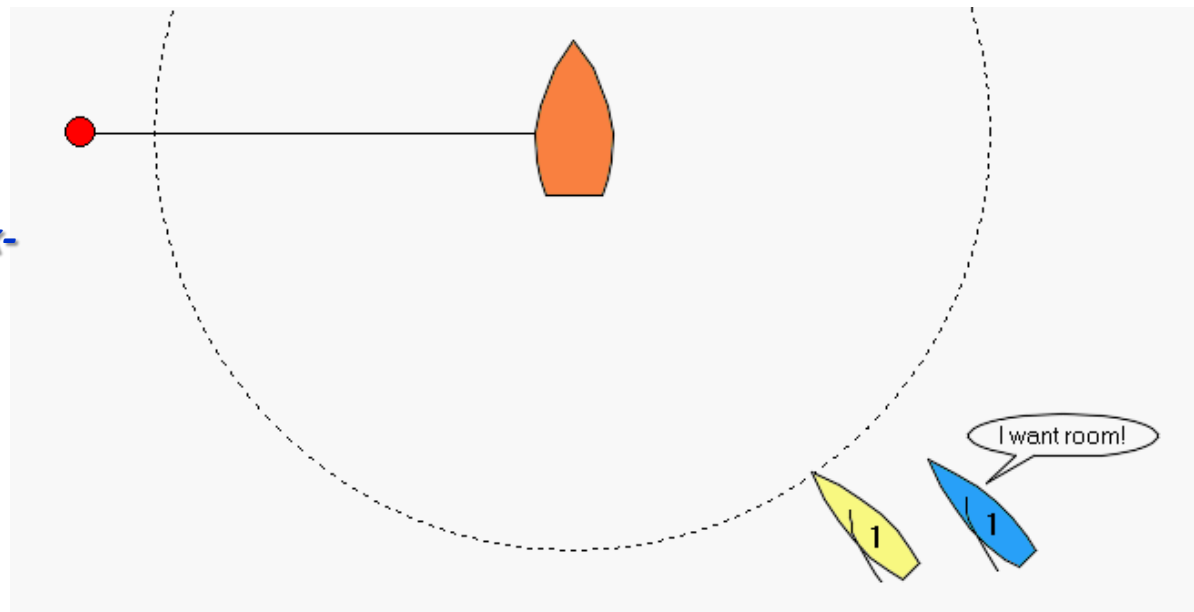
Leeward Mark

- Green, Yellow and Blue make it obvious that Red is outside the *zone*.
- Gray is *overlapped* with Red.
- Red must give Gray *room* to round the *mark*.



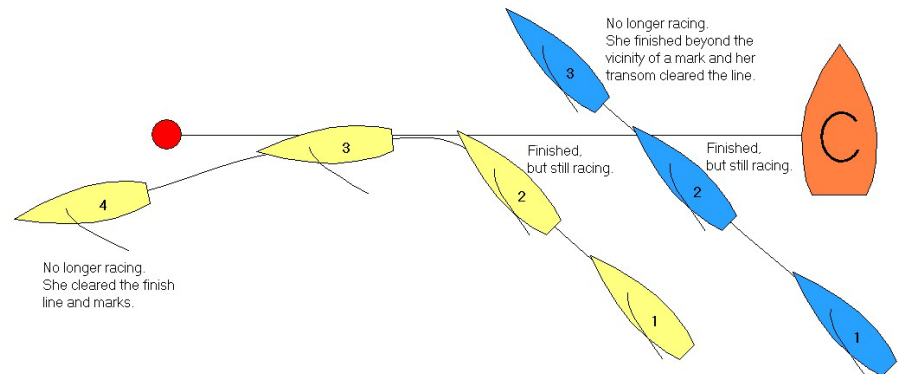
The Finish

- The preamble to Section C turns Rule 18 off at a starting *mark*, but it does not turn it off at a finishing *mark*.
- Rule 18.1(a) turns rule 18 off at a windward *mark* (including a windward finishing *mark*) when the two boats are coming into the *mark* on opposite tacks.
- Rule 18.2(b) requires Yellow (outside) to give Blue (inside) *mark-room*.



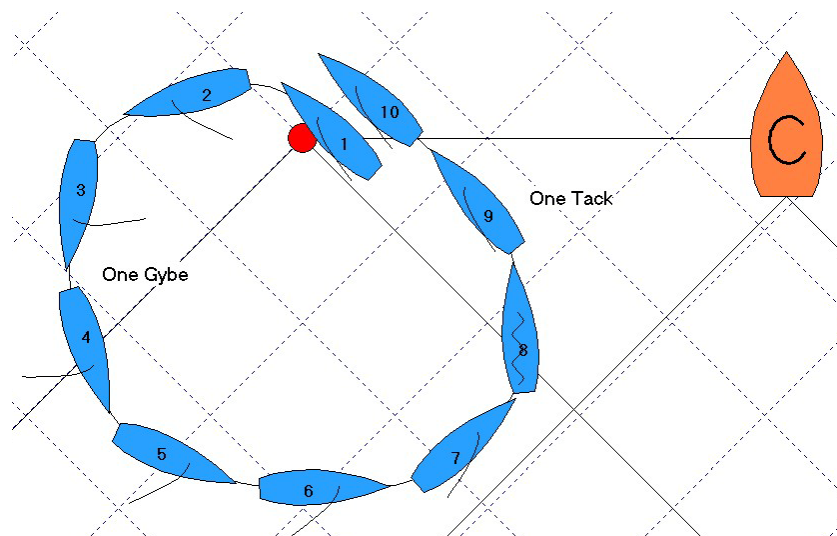
The Finish

- A boat finishes when any part of her hull, or crew or equipment in normal position crosses the finishing line in the direction of the course from the last mark...
- After finishing you must clear the finishing line and marks. You are still racing until you do so.
- You have finished when you break the plane of the finishing line. Position 2 for both boats.
- You are still racing until you have “cleared the finishing line and marks”. You may clear the line in either direction (rule 28.1).
- What is cleared”? No longer on line at all and well clear of the marks (Appeal 26). For Blue position 3 and for Yellow at position 4.



The Finish

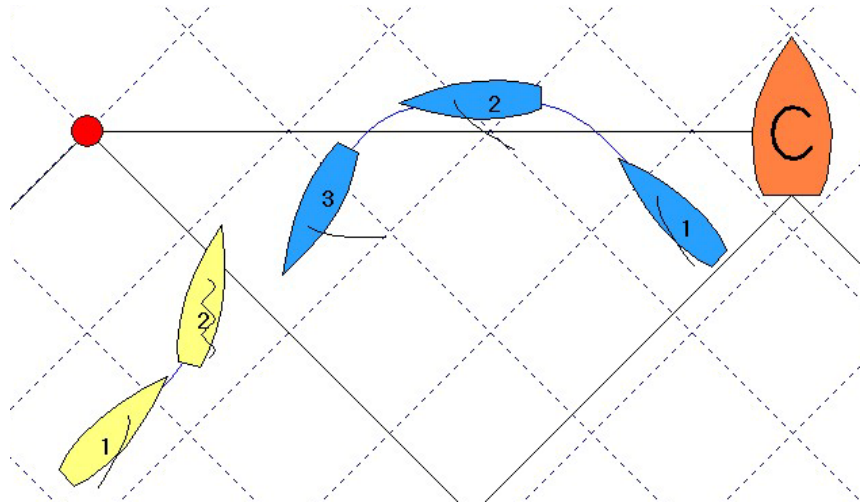
- If you touch a finishing *mark* before clearing the finishing line, you must complete a one-turn penalty and then sail completely to the course side of the line before finishing.
- In this example, Blue completed her gybe (position 4) and completed her tack (position 9) then re-crossed the finishing line to finish.
- You can complete your one-turn penalty anywhere, but after completing one tack and one gybe you must sail completely to the course side of the line and then finish.



The Finish

Rule 23.1 – If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

- Interference is adversely affecting a boat's forward motion or maneuverability.
- This applies to both before or after racing.
- Be careful where you sail; watch your wind shadow and physical presence.



Penalties

Rule 44 Penalties At The Time Of An Incident

- When you break a Part 2 rule, you may exonerate yourself by sailing well clear of other boats as soon as possible and making two turns, including two tacks and two gybes.
- But, if you gained a significant advantage, caused injury or serious damage, must retire!

