

Racing Rules of Sailing

New Case Based on Q&A 2021.006

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

The Q&A Panel suggested that a case based on Q&A 2021 006 should be added to *The Case Book*. The Racing Rules Committee agreed during a virtual meeting that the Case Book Working Party should draft such a case, and in that draft explain the rules that apply to each of the boats involved in the incident. The case proposed here is that case.

Proposal

Add the following new case to *The Case Book*:

CASE XXX

Rule 21.2, Starting Errors; Taking Penalties; Backing a Sail

Rule 23.2, Interfering with Another Boat

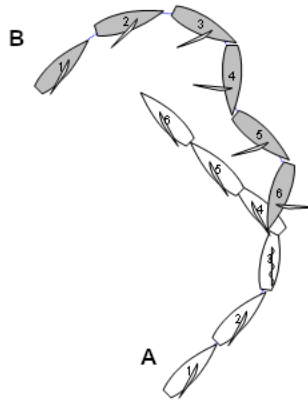
Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalty

A boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

Facts

Boats A and B were on a beat to windward and well outside the zones of the marks that began, bounded or ended the leg of the course on which they were sailing. Boat B was involved in an incident with boat C, a third boat not shown in the diagram. Immediately after the incident with C, when B was at position 1, all other boats that were racing were either further up the windward leg than B or were far enough away from B that they could not have interfered with B if she took a Two-Turns Penalty.

At position 1, B bore off to begin to make the turns required for a Two-Turns Penalty. Between positions 2 and 3, A tacked onto a close-hauled starboard-tack course. At position 4, when A completed her tack, B was on a collision course with A. Between positions 4 and 5, as shown in the diagram, B luffed and then resumed bearing off. After position 5, B turned clockwise until she had completed a gybe, and (not shown in the diagram) she continued her clockwise turn until she had made a tack, a second gybe and a second tack.



Question 1

Did B break any rule?

Answer 1

No.

From position 1, when B began to bear away, through position 6, rule 21.2 required B to keep clear of A. Between positions 1 and 4 and after position 5, B kept clear of A while bearing away. Between positions 4 and 5, while the boats were on collision courses, B kept clear of A by luffing. Therefore, B complied with rule 21.2.

Question 2

Did B satisfy the conditions stated in rule 44.2 for a Two-Turns Penalty?

Answer 2

Yes.

Rule 44.2 requires a boat that takes a Two-Turns Penalty to satisfy two conditions.

First she must get 'well clear of other boats as soon after the incident as possible.' B satisfied that requirement at position 1 because

- B had no basis for expecting that A would tack at position 2, and, if A had not tacked, she would not have sailed into the space in which B was making her turns; and
- no other boat racing was in a position to interfere with B while she was making her penalty turns.

The second condition was that she 'promptly' make two turns in the same direction, each turn including one tack and one gybe. Between positions 4 and 5, while B was making her turns, she interrupted her turns for just long enough to enable her to keep clear of A as she was required to do by rule 21.2. Immediately after she kept clear of A, B resumed her penalty turns. Therefore, B made her penalty turns 'promptly' and, by doing so, she satisfied rule 44.2's second condition.

Question 3

Did A break any rule?

Answer 3

The answer depends on whether or not A was sailing her proper course when B needed to luff to avoid colliding with A.

From positions 1 through 6, B was taking a penalty and, therefore, A was the right-of-way boat under rule 21.2. No rule in Section A applied between them (see the preamble to Section D).

While B was taking her penalty, A 'interfered' with B as evidenced by B's need to luff to avoid colliding with A after position 4.

If A was sailing her proper course, then rule 23.2 did not apply between A and B. B was required by rule 21.2 to keep clear of A, and B did so by luffing. When A changed course from close-hauled on port tack to close-hauled on starboard tack, she was a right-of-way boat changing course and, therefore, required by rule 16.1 to give B room to keep clear. A gave B that room, so A broke no rule.

If A was not sailing her proper course, then rule 23.2 applied between A and B, and, because A interfered with B, A broke rule 23.2.

World Sailing 2023

Current Position

None. The proposed case is new.

Reasons

1. The Racing Rules Committee agreed during its Zoom meeting in March that Q&A 2021.006 should be proposed as a case and that it should be expanded to carefully explain how each of the three applicable rules applied.
 2. The Case Book Working Party wrote extensive comments on earlier drafts of the case. As a result of those comments, the facts were clarified and the answers expanded to explicitly show how rules 21.2, 23.2 and 44.2 applied
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